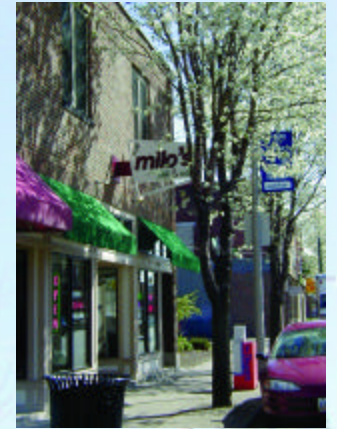


# THE FRANKLINTON PLAN

A Community Vision for the Future



CITY OF COLUMBUS, DEPARTMENT OF DEVELOPMENT, PLANNING DIVISION



# THE FRANKLINTON PLAN



*July, 2003*

*City of Columbus*

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*The Franklinton Plan was adopted by City Council on July 21, 2003 as the official policy document for the Franklinton Planning Area. Provisions of the plan address development, redevelopment, neighborhood revitalization, and infrastructure improvements. Please direct all questions regarding the contents of this plan to the Planning Division, City of Columbus, 109 N. Front Street, Columbus, Ohio 43215.*



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*From the Director*

*On behalf of the City's Department of Development, I congratulate those who participated in the preparation of The Franklinton Plan, which was adopted by City Council on July 21, 2003.*

*This event marks an exciting time for Franklinton as completion of the Franklinton floodwall removes the community from the floodplain and lifts restrictions. The Franklinton Plan provides a vision for the future; its provisions establish a blueprint for development and revitalization.*

*The Franklinton Plan would not have been possible without the contribution of community residents, business representatives and civic leaders. The city of Columbus looks forward to continued collaboration as we usher Franklinton into the 21st century.*

A handwritten signature in black ink, reading "Mark Barbash". The signature is fluid and cursive, with the first name "Mark" and last name "Barbash" clearly distinguishable.

*Mark Barbash, Director  
Department of Development*

## ACKNOWLEDGMENTS

The city of Columbus thanks the following individuals for their participation in the planning process. *The Franklinton Plan* would not have been possible without their insight, vision, and steadfast commitment.

**Dick Bangs**

*Franklinton Board of Trade*

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*The Open Shelter*

**Kevin Chambers**

*Franklinton Ministerial Association/Resident*

**Jim Daley**

*Central Ohio Transit Authority*

**Brenda Dutton**

*Franklinton Branch Library*

**Pauline Edwards**

*Gladden Community House/Resident*

**Helen Evans**

*Franklinton Area Commission/Resident*

**Dennis Guest**

*Columbus Metropolitan Housing Authority*

**Sister Barbara Hahl**

*Mount Carmel Hospital*

**David Hooie**

*Franklinton Neighborhood Pride Center*

**Rob Meyers**

*Byers Chevrolet*

**Kimberly Moss**

*Columbus Neighborhood Design Assistance Center*

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*Franklinton Area Commission/Resident*

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*Franklinton Development Association/Resident*

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## IMPETUS FOR A PLAN REVISION

The Franklinton community has experienced significant change since its last area-wide planning initiative, which took place over a decade ago. The product of that endeavor, the *Franklinton Plan*, was adopted by City Council in February of 1991. As such, it has served as the city's official policy document for Franklinton for the past 12 years.

Provisions of the *Franklinton Plan* reflect the issues and concerns of residents at the time it was produced. Policies are based on information and analysis that, in most cases, is out-of-date. In addition, many of the maps and figures contained in the plan are obsolete, reflecting conditions that are no longer current.

Undoubtedly, the most important development since the *Franklinton Plan* is the completion of the West Columbus Local Protection Project, better known as the Franklinton Floodwall. This multi-million dollar capital improvement project has major implications for the community. It will protect Franklinton from flooding of the Scioto River and allow areas to be redesignated from floodplain to non-floodplain. The latter will

remove federally mandated building restrictions, providing unprecedented opportunities for development and revitalization.

Another significant development is the transformation of the Scioto Peninsula, including improvements to Riverfront Park and the construction of the new Center of Science and Industry (COSI) facility. This increase in development activity followed the city's decision to include the peninsula in its Downtown District, as defined by city code. As a result, that portion of Franklinton between the Scioto River and the railroad tracks west of Starling Street falls under the jurisdiction of the Downtown Commission.

A third important development since the completion of the *Franklinton Plan* is the West Edge Business Center, a new 50-acre office/light industrial park on the site of the former Sullivant Gardens public housing project. This development not only revitalizes a large, blighted area of Franklinton, it also attracts new industry and creates new jobs for area residents.

## PREVIOUS PLANNING INITIATIVES

Franklinton has a rich history of planning initiatives. Some planning processes have focused on the community as a whole. Others have concentrated on specific areas or issues important to neighborhood stakeholders. Together, these plans have helped to shape the community, providing directives for future growth and development.

As indicated in the previous section, *The Franklinton Plan* is a revision to the area-wide plan adopted by City Council in 1991. Like most neighborhood plans, the 1991 document addresses a broad range of subject areas, including land use and zoning, infrastructure, community resources, and economic development.

The 1991 *Franklinton Plan* was preceded by two other area-wide plans: the *Franklinton Area Community Development Plan*, which was adopted by City Council in 1974, and the *Franklinton Area Commission Plan*, which was adopted by City Council in 1983. The former provided recommendations that focused on neighborhood stabilization and redevelopment. The latter established directives for implementation of the recommendations set forth in the 1974 plan.

In addition to the community-wide plans, Franklinton has initiated a number of planning processes to address area-specific needs or issues.

These plans have tended to focus on Franklinton's most significant commercial and industrial corridors.

The *West Broad Street Commercial Corridor Study*, which was completed in 1983, and the accompanying action plan, which was completed in 1987, provides goals and implementation strategies for enhancing the corridor. A third planning initiative for the corridor, the *Broad Street Off-Alley Parking Plan*, was completed in 1989. This plan, which was prepared in response to anticipated parking needs for the corridor, provides a series of specific recommendations.

More recently, the community initiated a planning process for its most significant industrial corridor: McKinley Avenue. *The McKinley Avenue Corridor Plan*, which was adopted by City Council in 2000, addresses a broad range of areas, including identity and character, zoning and land use, streets and traffic circulation, crime and vandalism, and stormwater drainage.

Pertinent provisions of the Broad Street Off-Alley Plan and the McKinley Avenue Corridor Plan are included in the Appendix.



## OTHER PLANS RELEVANT TO THE AREA

Two recent planning initiatives undertaken for the city of Columbus have addressed portions of the Franklinton area. *The Riverfront Vision Plan*, which was completed in 1998, provides a vision for the nine-mile corridor that stretches along the Scioto and Olentangy rivers from The Ohio State University to SR 104. The plan offers general design and development recommendations as well as specific recommendations for each of the five 'reach' areas. Recommendations for the Downtown Reach include specific provisions for that section of Franklinton between the Scioto River and the first set of railroad tracks west of Starling Street, commonly referred to as the Scioto Peninsula. Key provisions include:

- ▲ A redesigned park and new amphitheater
- ▲ Walkways and open trellises along the waterfront
- ▲ Installation of trees to help define the river's edge
- ▲ Continuation of green lawns along the entire peninsula
- ▲ Redevelopment of the site formerly occupied by the city of Columbus Health Department

Another planning initiative pertinent to Franklinton is *The Strategic Business Plan for Downtown Columbus*. Unveiled in 2002, the plan offers recommendations and long-term strategies for sustaining and invigorating the downtown area. Like the *Riverfront Vision Plan*, this document identifies Franklinton's Scioto Peninsula as part of downtown Columbus. As such, most of guiding principles outlined in the plan are relevant to Franklinton. These principles include:

- ▲ Create a collection of districts within downtown
- ▲ Knit the districts together into a cohesive whole
- ▲ Make the Scioto River the anchor amenity
- ▲ Reclaim the public realm for pedestrians

The strategic business plan recognizes the role of the Scioto Peninsula in achieving these principles. The institutions and amenities located in this portion of Franklinton are noted as important to the overall strength and vitality of downtown Columbus

## OVERVIEW OF THE PLANNING PROCESS

Like previous planning initiatives, *The Franklinton Plan* was developed using a public planning process. City staff worked closely with the community, seeking input and direction from residents, community leaders, business owners, and representatives of area industry.

The first phase of the planning process began with the formation of a planning committee, designed to reflect the community-at-large. This step was taken at the outset to ensure that the plan would reflect the needs and aspirations of the neighborhood. Once formed, the committee developed objectives for the plan revision.

Next, the planning committee reviewed the existing plan to determine which issues and goals were still relevant. This exercise also helped the committee generate additional issues and goals current to the planning area.

During the third phase of the planning process, city staff conducted research and analyses of the planning area, including a thorough assessment of Franklinton's challenges and opportunities.

Next, city staff drafted policies based on goals established by the planning committee. These policies were combined with the work from previous phases to form draft text. The text was then discussed by the committee and revised to form a draft plan.

The fifth phase began with an extensive review of the draft plan by relevant city departments/divisions and the planning committee. Comments received during this step were incorporated into the draft. Next, a series of public open houses were held to present the draft plan to the community-at-large and solicit their comments.

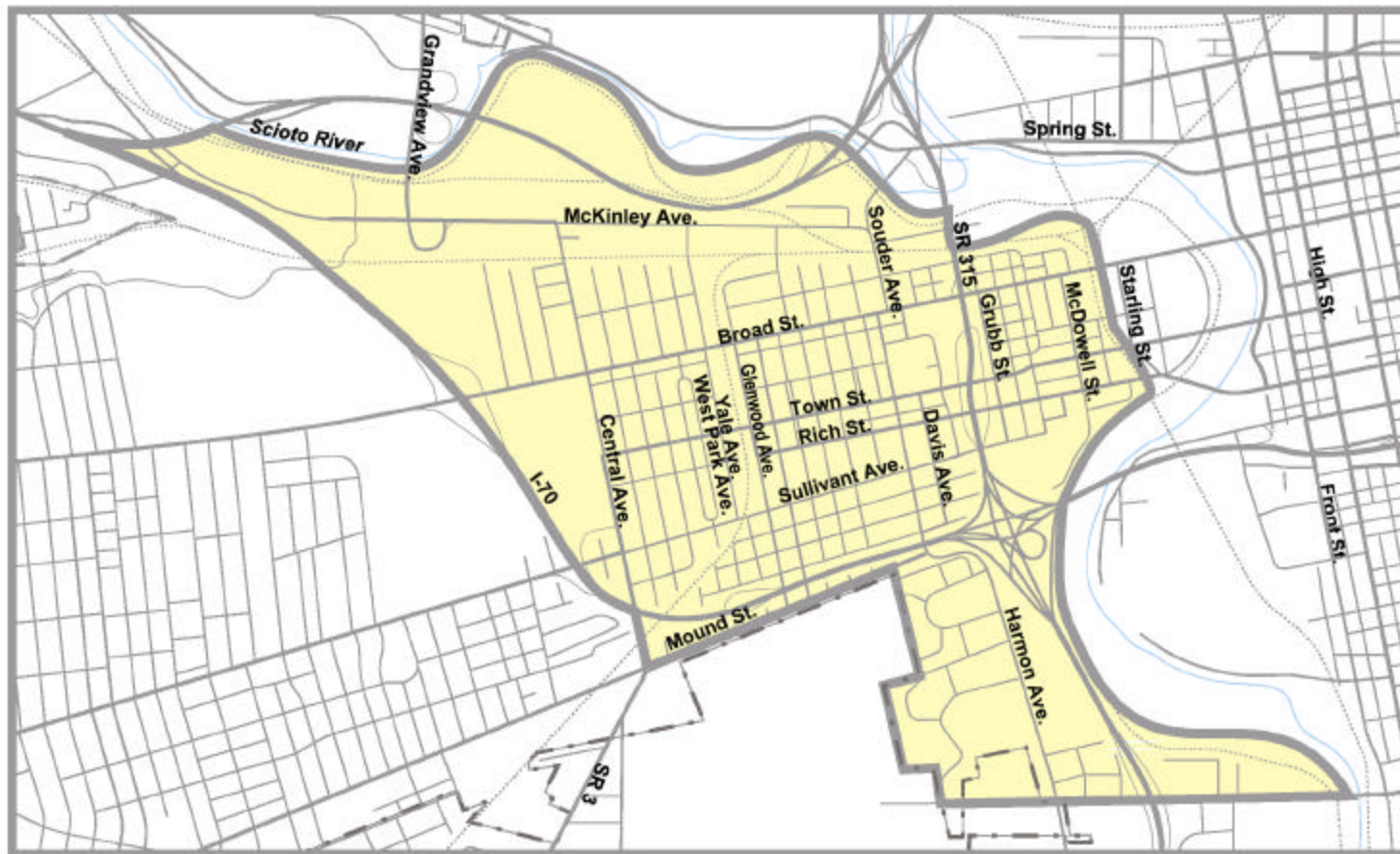
The sixth and final phase of the planning process focused on plan adoption. As a preliminary step, the draft plan was presented to the Franklinton Area Commission and the Franklinton Board of Trade for their endorsement. Next, the draft was presented to the city's Development Commission for its recommendation following public input. Lastly, the plan was presented to Columbus City Council for adoption.

## THE REVISED PLANNING AREA

*The Franklinton Plan* addresses the area generally bound by the Scioto River on the north, the first set of railroad tracks west of Starling Street on the east, Greenlawn Avenue/City of Columbus corporate limits/Mound Street on the south, and Central Avenue/I-70 on the west. The plan does

not address the portion of Franklinton between the Scioto River and the first set of railroad tracks west of Starling Street. Commonly referred to as the Scioto Peninsula, provisions for that portion of Franklinton can be found in *The Riverfront Vision Plan*.

## PLANNING AREA BOUNDARIES



## INTRODUCTION



## HISTORY OF FRANKLINTON

Established in 1797, Franklinton is one of the first villages in the Northwest Territory and the oldest community in Central Ohio. Lucas Sullivant, a land surveyor for the United States Government, founded the settlement. Sullivant, who was desperate to attract new settlers to the village, gave away land along Gift Street, one of the original nine streets that still exist today.

By the War of 1812, Franklinton had grown to a village of several hundred people. Its central location and access to the Scioto and Olentangy rivers made Franklinton a critical meeting point for the army. With as many as 3,000 troops occupying the small village at any one time, Franklinton took on the appearance of a military camp.

Franklinton continued to experience growth following the war. This was due, in part, to the westward expansion of the country's railway system, which brought the village a continuous stream of settlers from the East. The community's growth during the 1800's was also due to the construction of a new state capitol on the east side of the Scioto River and the creation of a new town: Columbus.

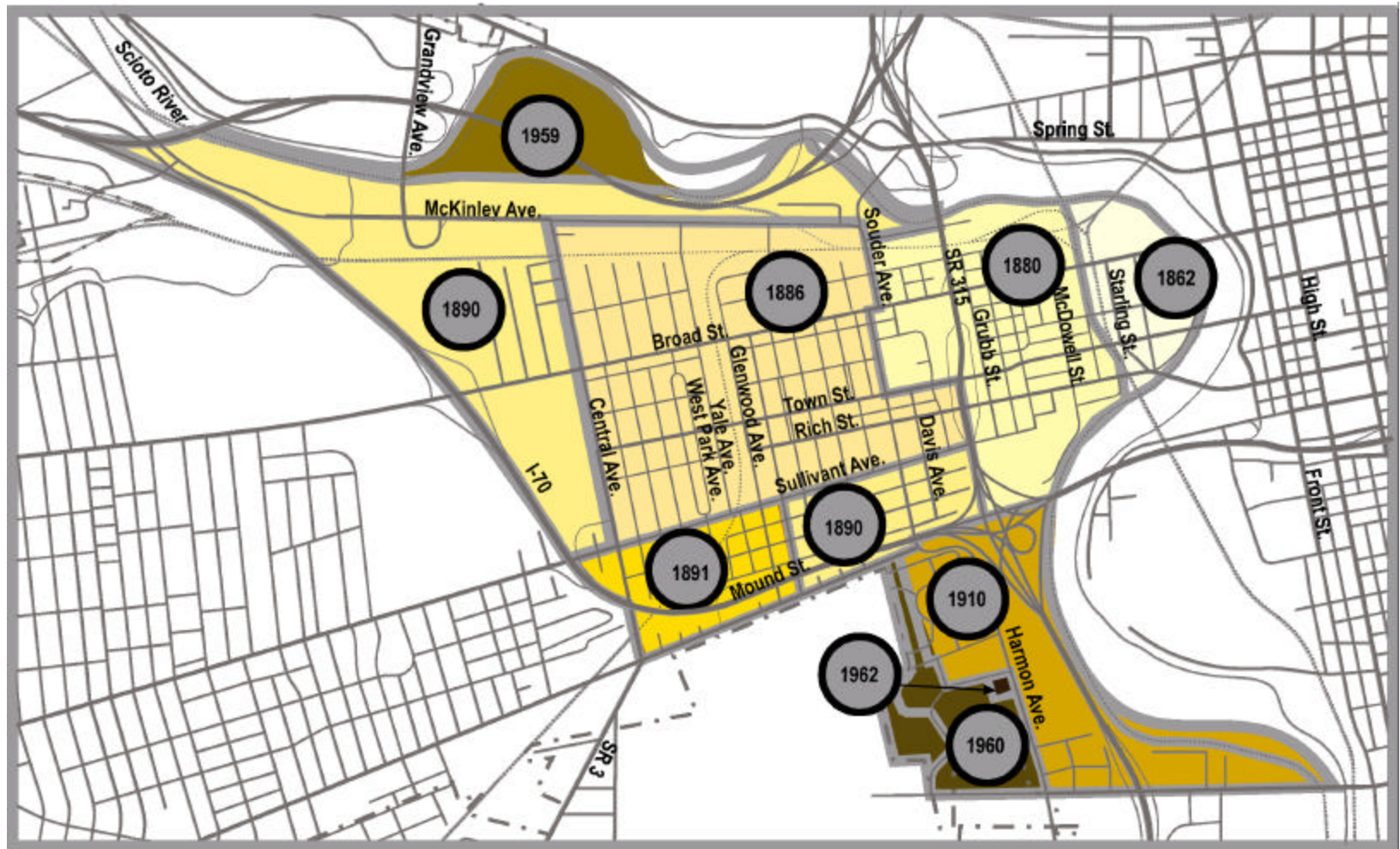
Franklinton's steady commercial and industrial growth during the second half of the nineteenth century prompted incremental annexation by the city of Columbus, beginning in 1859. The map on page 8 depicts the history of this annexation.

While Franklinton's location along the Scioto River contributed to its growth during the 1800's, residents were finding that its low land was increasingly prone to flooding. This was evidenced by the flood of 1913, when Franklinton was submerged in as much as 22 feet of water. Documented as the most severe rainstorm event in Franklinton's history, more than 4,000 homes were flooded and many businesses irreparably damaged.

During the latter half of the twentieth century, expansion of the Interstate highway system had a significant effect on Franklinton. Construction of SR 315 eliminated Sandusky Street, a main thoroughfare for Franklinton, and destroyed many historically significant buildings. The state route also isolated the eastern portion of the community, a condition that is still problematic today.



## ANNEXATION HISTORY





## THE FRANKLINTON FLOODWALL

In 1983, the Federal Emergency Management Agency (FEMA) declared Franklinton a floodplain due to the repeated and severe flooding events in the area. Later that same year, the city of Columbus classified the area as a floodplain, as defined by city code. As a result, strict building requirements were imposed on the area. Any new construction or rehabilitation that incurs costs of over 50% of the structure's market value had to meet the standards established to minimize the hazards of potential flooding. These restrictions required either flood proofing or raising the lowest floor of a structure to a height that is at or above flood protection level.

In addition to the strict building code requirement, Franklinton property owners had to meet floodplain regulations established by the National Flood Insurance Program (NFIP). Residents had to incur high premiums for homeowners' insurance or risk being uninsured.

The strict building requirements and high cost of floodplain insurance forced many property owners to abandon their buildings, contributing to the area's physical deterioration. This, along with the lack of investment in the area, resulted in a decade of economic decline.

Fortunately, construction of the West Columbus Local Protection Project, commonly known as the Franklinton Floodwall, began in 1993. This joint city/federal project took nearly ten years to complete and cost over \$120 million dollars. The floodwall provides seven miles of protection, completely shielding Franklinton from any future flooding events from the Scioto River. Should the level of the Scioto River rise, the wall will serve as a dam to hold water back. Undoubtedly, the Franklinton Floodwall is the most important single event to help revitalize and redevelop the Franklinton community.

## OTHER RECENT DEVELOPMENTS

In addition to the completion of the Franklinton Floodwall, two other recent developments have occurred in Franklinton: the transformation of the Scioto Peninsula and the development of the West Edge Business Center.

The physical change to the Scioto Peninsula began with the Center of Science and Industry (COSI) facility, which was dedicated in 1999. The internationally acclaimed architect, Arata Isozaki, designed this \$130 million dollar project. The facility, which integrates the former Central High School, serves as an important cultural and educational resource. In addition, COSI has been a stimulus for economic growth, creating new jobs and encouraging consumer spending.

Another important development in Franklinton has been the completion of the Riverfront Amphitheatre, which was opened to the public in June of 2000. The amphitheatre, along with the surrounding parkland, represents a \$6 million dollar renovation completed by the city of Columbus Recreation and Parks Department.



A third important change to the Scioto Peninsula is the renovation and remodeling of the Franklin County Veterans' Memorial, including significant development of the riverfront. The project, which was completed in 2001, cost over 11 million dollars.

The West Edge Business Center represents another important development for Franklinton. Begun in 2001, the 50-acre office/light industrial park is located on the former site to the Sullivant Gardens housing project. Developed at a cost of over \$60 million dollars, the complex has resulted in economic growth for the area, including the development of new businesses and the creation of new jobs. Once a blighted area, the Center now serves as an important asset for the community.



## LAND USE AND ZONING

### GOALS

- ▼ Delineate, preserve, and protect residential areas by discouraging the intrusion of commercial and industrial land uses.
- ▼ Promote a mix of neighborhood-oriented land uses within large redevelopment sites.
- ▼ Allow only neighborhood-oriented commercial uses within residential neighborhoods.
- ▼ Limit regional commercial uses to specific corridors and industrial uses to designated areas.
- ▼ Promote development of civic spaces and recreational uses on the west bank of the Scioto River.

## CURRENT CONDITIONS

Franklinton is characterized by a mix of land uses, reflecting its pattern of development as an independent, self-sufficient community. Single and multi-family residential uses are located throughout the area. More intense residential uses, including large high-rise residential apartments, are located in the east and west portions of Franklinton. There are also many commercial uses, most of which are located along West Broad Street. These include both neighborhood-oriented and regional commercial uses, including large office complexes and a retail center. In addition, there are many manufacturing land uses in Franklinton, with the heaviest concentrations along McKinley and Harmon avenues. Franklinton also contains many institutional and public land uses. The Center of Science and Industry (COSI), Mt. Carmel West Medical Center, and Veterans Memorial are among the major land users within this category.

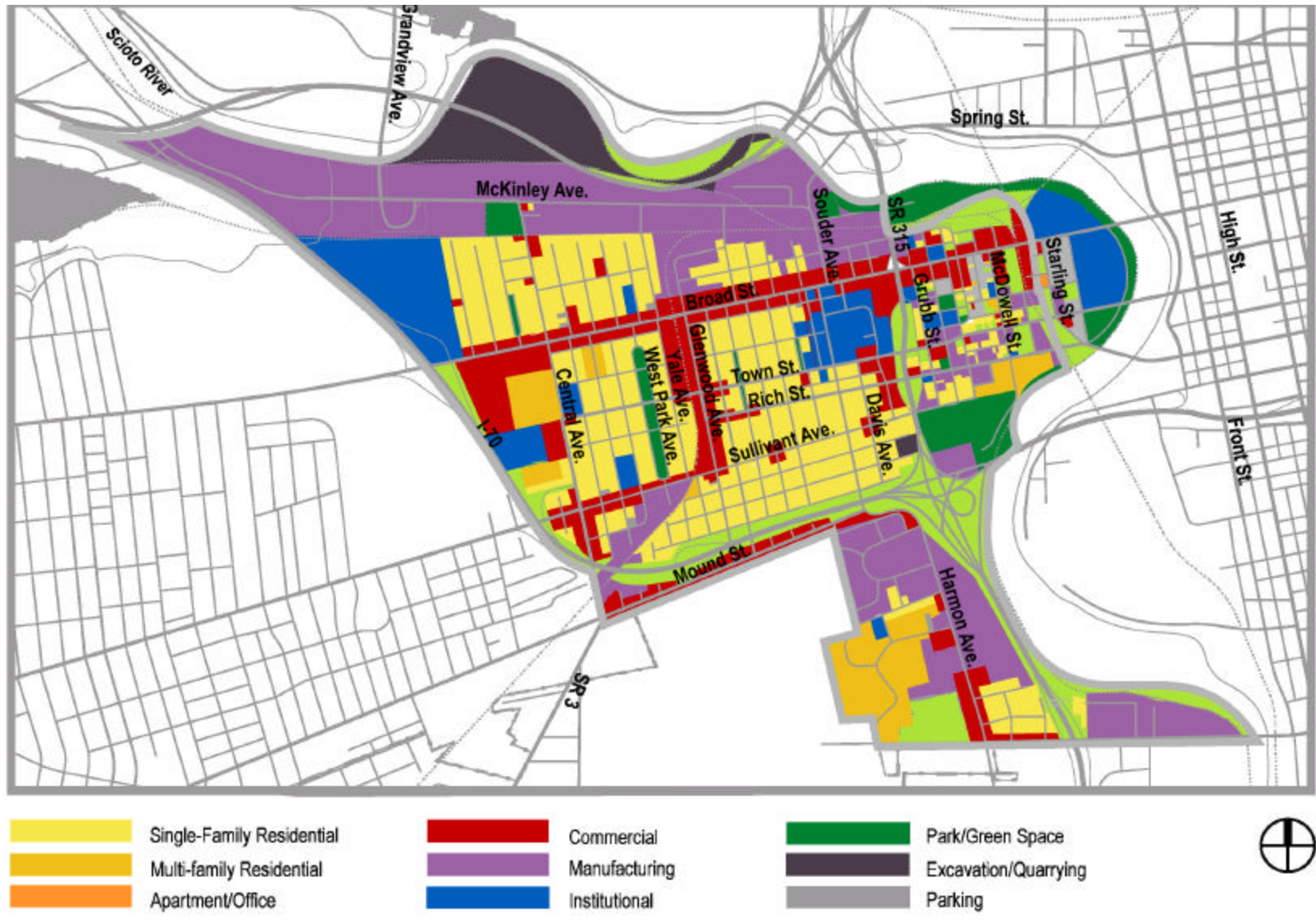
Nearly all of the zoning districts contained in the zoning code can be found in Franklinton. The predominant classifications for the eastern portion of Franklinton, between the Scioto River and SR 315, are Apartment Residential - Low Density (ARLD), Apartment Residential

Office (ARO), Commercial (C-4), and Manufacturing (M). The ARLD classification allows apartment residential development at a density up to 17.4 units/acre; the ARO classification allows apartments and offices with unlimited density; the C-4 classification allows for general commercial, and the M classification allows for general industrial and commercial.

The major classifications for the central portion of Franklinton, between SR 315 and the railroad tracks west of Glenwood Avenue, include Residential (R-4), Apartment Residential (AR-1), Commercial (C-4), and Manufacturing (M). Most of the land zoned M is north of W. Broad Street. The R-4 classification allows 1 to 4 family units at a density up to 17.4 units/acre; the AR-1 classification allows for apartment residential development at a density up to 36.2 units/acre.

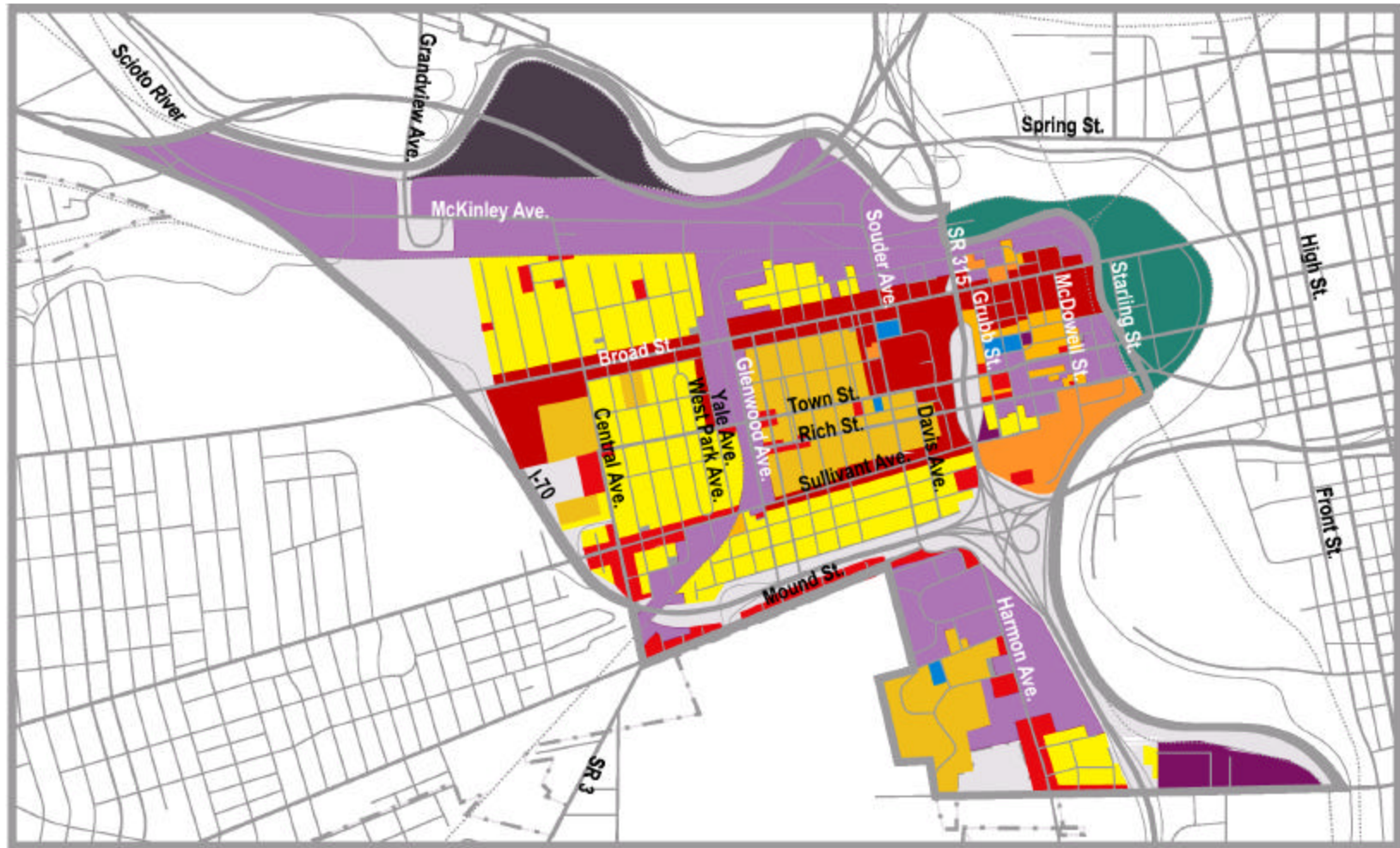
The primary classification for the western portion of Franklinton, between the railroad tracks west of Glenwood Avenue and I-70, are Residential (R-4), Commercial (C-4), and Manufacturing (M). Again, most of the land zoned M is north of W. Broad Street, between the railroad tracks south of McKinley Avenue and the Scioto River.

## EXISTING LAND USE





## EXISTING ZONING



Single-Family Residential  
Multi-Family Residential  
Apartment/Office

Commercial  
Manufacturing  
Institutional

Downtown District  
Excavation/Quarrying



## ISSUES/POLICIES/RECOMMENDATIONS

### ISSUE

Inappropriate commercial and manufacturing uses in residential neighborhoods, especially east of SR 315.

### POLICY

Establish compatible land uses in residential neighborhoods.

### STRATEGIES

- ▼ Initiate area re-zonings to establish more suitable zoning districts in residential neighborhoods.
- ▼ Encourage regional commercial uses (non-neighborhood oriented uses) to locate on Broad Street, Sullivant Avenue and Mound Street.
- ▼ Encourage the relocation of manufacturing uses to the manufacturing districts located along McKinley or Harmon avenues.
- ▼ Encourage existing commercial and manufacturing land uses to install additional buffering.

### ISSUE

Zoning does not reflect existing land use patterns in portions of the planning area.

### POLICY

Rezone areas in which the current zoning district does not accurately reflect the existing land use pattern.

### STRATEGIES

Pursue the following area rezonings:

- ▼ Sullivant Avenue - Though zoned commercial, the predominant use is residential. Rezone the entire street, except for existing commercial nodes at key intersections, to Residential (R2).
- ▼ Glenwood Avenue - Though zoned manufacturing, the predominant use is commercial. Rezone the entire street to Commercial (C4).
- ▼ South Yale Avenue between Broad and Town streets - Though zoned commercial, the predominant use on the west side of the street is residential. Rezone the west side to Residential (R2).
- ▼ West Franklinton between W. Broad Street and Sullivant Avenues - Though much of this portion of Franklinton is zoned for apartments, the predominant use is single family residential. Rezone those portions of West Franklinton zoned Apartment Residential (AR1) to Residential (R2).

### ISSUE

Inadequate parking to support commercial land uses along West Broad Street.

### POLICY

Provide additional parking to accommodate the needs of commercial uses along West Broad Street in a manner that will not be detrimental to adjacent residential areas.

### STRATEGY

- ▼ Implement the existing parking plan for West Broad Street (see Appendix C: Summary of Broad Street Off-Alley Parking Plan).

### ISSUE

The potential abandonment of railroad corridors.

### POLICY

Promote acceptable uses for railroad right-of-ways, if abandoned.

### STRATEGY

- ▼ Encourage the reuse of abandoned railroad corridor for light rail mass transit, linear parks, and/or the "Rails to Trails" bicycle program.

### ISSUE

The future growth of Mount Carmel West Medical Center and related facilities.

### POLICY

The city and community supports the planned growth of Mount Carmel West Medical Center provided that it is within the agreed-upon boundaries and complements the adjacent neighborhood.

### STRATEGIES

- ▼ Support future growth within the boundaries agreed to by Mount Carmel West Medical Center and the Franklinton Area Commission: West Broad Street on the north; Sullivant Avenue on the south; SR 315 on the east; and the first alley west of Hartford Avenue on the west.
- ▼ Screen and landscape parking lots that abut existing housing.

### ISSUE

Columbus zoning regulations do not require new development/redevelopment to maintain or replicate the character and land use patterns of the Franklinton community.

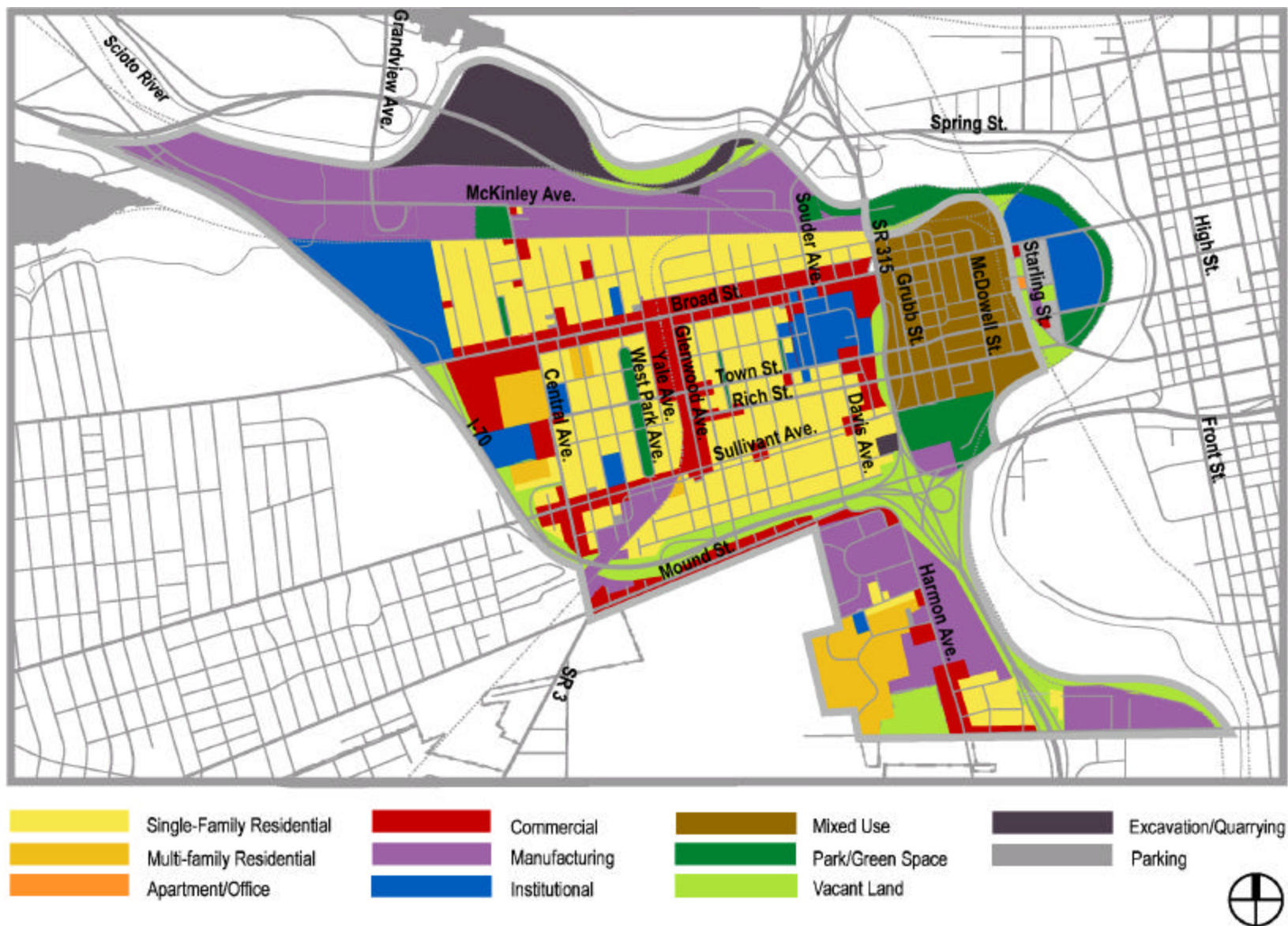
### POLICY

Apply the concept of traditional neighborhood development to East Franklinton as well as any large redevelopment site within the community.

### STRATEGIES

- ▼ Develop a planning overlay for East Franklinton that establishes additional development standards for residential and commercial development.
- ▼ Support development that provides a greater mix of land uses in East Franklinton.
- ▼ Foster collaboration between Columbus Metropolitan Housing Authority, City of Columbus and Franklinton Area Commission on redevelopment of any CMHA site to ensure that it reflects the character and land use patterns within Franklinton.

## PROPOSED LAND USE





## HOUSING

### GOALS

- ▼ Promote a mix of housing opportunities for all income levels.
- ▼ Preserve and improve the condition and stability of existing housing.
- ▼ Develop a housing strategy to address infill and adaptive reuse housing.
- ▼ Coordinate housing and health and human services efforts.





## CURRENT CONDITIONS

According to the 2000 US Census, Franklinton has a total of 5,444 housing units. Approximately 1,000 of those housing units (18.4%) are vacant. Only 29.2% of the housing units are owner-occupied. Columbus Metropolitan Housing Authority has five communities within Franklinton, which accounts for 713 housing units, or 13.1% of the total housing within the community.

The condition of housing stock in Franklinton is mixed. Portions of the planning area have a high number of deteriorated and/or vacant housing units. These areas also have a large number of vacant residential parcels.

Since 1983 (the year Franklinton was declared a floodplain), there has been little rehabilitation or new construction of housing units. This is because to qualify for participation in the National Flood

Insurance Program, it is required that new construction and substantial rehabilitation (defined as incurring costs of over 50% of the structure's market value) meet standards to minimize the hazards of potential flooding. These restrictions require either raising the lowest floor of the residential structure to a height that is at or above flood protection level or flood proofing the building.

Concern over deteriorating housing conditions led to the formation of the Franklinton Housing Partnership in April 1987 (later renamed the Franklinton Development Association). Consisting of residents and representatives from Franklinton institutions including the Gladden Community House, the development association's focus is the rehabilitation and stabilization of existing housing stock and the construction of replacement units in the Franklinton area.

## ISSUES/POLICIES/STRATEGIES

### ISSUE

Prevalence of deteriorated housing throughout the planning area.

### POLICY

Stabilize and improve existing housing stock.

### STRATEGIES

- ▼ Promote the rehabilitation/improvement of housing through grants, low interest loans, and tax incentives offered by the city of Columbus (see Appendix D: *Columbus Housing Division Programs*).
- ▼ Encourage private financial institutions to assist homeowners through provision of low interest loans and financial counseling.
- ▼ Enforce the zoning, health, housing and building codes of the city of Columbus.
- ▼ Facilitate greater awareness of available resources and programs through community-based initiatives.
- ▼ Provide information on financial assistance programs concurrent with code enforcement to avoid displacement of residents.

### ISSUE

Large numbers of vacant lots in residential areas.

### POLICY

Encourage infill housing throughout Franklinton.

### STRATEGIES

- ▼ Foster cooperation between the city's Land Management Office and the Franklinton Development Association to acquire and land bank vacant lots for future use as infill housing, where appropriate.
- ▼ Encourage the construction of new housing on scattered vacant lots, where appropriate.
- ▼ Promote housing design that is compatible with the surrounding neighborhood.

**ISSUE****Low percentage of owner-occupied housing in Franklinton****POLICY**

Increase home-ownership opportunities for all income levels.

**STRATEGIES**

- ▼ Encourage the use of existing government programs that assist in the purchase of a home (see Appendix D: *Columbus Housing Division Programs*).
- ▼ Foster cooperation between the city's Housing Division, the Neighborhood Pride Center and the Franklinton Development Association to create programs for those renting in Franklinton who wish to remain in the community and purchase a home.
- ▼ Collaborate with private lending institutions to educate and provide assistance to potential homeowners.

**POLICY**

Increase the number of housing units available for ownership.

**STRATEGIES**

- ▼ Support the rehabilitation of vacant housing units and development of vacant residential lots.
- ▼ Increase the capacity of Franklinton Development Association to buy homes or vacant lots for sale to homebuyers.
- ▼ Encourage the conversion of rental units to condominiums, residential or commercial, offering current residents the first option to purchase the unit.
- ▼ When feasible, convert vacant warehouse buildings into residential use.

**ISSUE**

The ever-increasing number of neglected residential properties, particularly with vacant units and rental units owned by absentee landlords.

**POLICY**

Hold property owners responsible for the upkeep of their property.

**STRATEGIES**

- ▼ Aggressively enforce the Columbus zoning, health, housing and building codes.
- ▼ Encourage landlord registration and certificates of occupancy.

**ISSUE**

Low-income households occupy a disproportionate amount of existing housing stock.

**POLICY**

Provide housing opportunities that will attract a more diverse mix of income levels, providing a more stable and economically viable community without forcing the removal of existing residents.

**STRATEGY**

- ▼ Encourage and support residential development (rehabilitation and new construction) that provides housing opportunities for all income levels.

**ISSUE**

**Neglect and/or development pressures threaten historic housing resources.**

**POLICY**

Stabilize and preserve historic structures as both valuable community assets and affordable housing resources.

**STRATEGIES**

- ▼ Pursue the listing of historic housing resources on the Columbus Register of Historic Properties and/or the National Register of Historic Places.
- ▼ Regulate the demolition of historically significant housing units by designating Franklinton a conservation district.
- ▼ Allow for the relocation of historic residential structures, especially if a 'village', or cluster, of historic buildings is established for Franklinton.
- ▼ Educate the general public and the owners of historic properties, in particular, on the importance of preservation and building maintenance.
- ▼ Discourage the removal or alteration of any historic material or distinctive architectural feature that will alter the original character of a house.
- ▼ Encourage infill housing that is compatible with the historic character of the surrounding neighborhood.

**ISSUE**

**Potential displacement of residents resulting from redevelopment pressures following completion of the floodwall.**

**POLICY**

Use existing programs and develop new programs that will enable low-income residents to continue to live in Franklinton.

**STRATEGIES**

- ▼ Encourage the use of government programs that can stabilize the cost of renting or owning a home in Franklinton.
- ▼ Work with the city's Housing Division to identify and develop financing programs that will enable residents to upgrade their homes and remain in Franklinton.
- ▼ Inform Franklinton residents about programs, utilizing the Franklinton Pride Center, Gladden Community House, Franklinton Development Association and Columbus Neighborhood Housing Services (CNHS).
- ▼ Favor financing through Partnership for America's 21st Century City for renters considering home purchases.

**ISSUE**

**Disproportionate number of subsidized housing units as compared with the rest of Columbus.**

**POLICY**

Decrease the number of subsidized units by increasing affordable rental and home ownership opportunities.

**STRATEGIES**

- ▼ Encourage housing development that provides opportunities for individuals at all income levels.
- ▼ Promote programs (Columbus Department of Development and CMHA) that encourage the movement of Franklinton residents into non-subsidized units.
- ▼ Monitor Franklinton's vacancy rates and changes in ownership in order to maintain up-to-date housing information.
- ▼ Support the Franklinton Homeowner's Association as an advocacy group to address housing issues in Franklinton.

**ISSUE**

**Lack of good quality housing for the very low-income population.**

**POLICY**

Upgrade public housing facilities.

**STRATEGIES**

- ▼ Foster collaboration between CMHA and the Franklinton community to develop programs that promote neighborhood pride.
- ▼ Encourage scattered site housing development for moderate-income families.
- ▼ Foster collaboration between CMHA, city of Columbus, and Franklinton community to determine the future use of any vacated CMHA properties.
- ▼ Work with CMHA to set aside a portion of housing in any new developments for moderate-income (or mixed income) housing.

## PARKS, RECREATION AND OPEN SPACE

### GOALS

- ▼ Develop additional neighborhood parks.
- ▼ Retain active and passive recreation facilities.
- ▼ Promote the beautification of public areas.
- ▼ Maintain and improve green space.





## CURRENT CONDITIONS

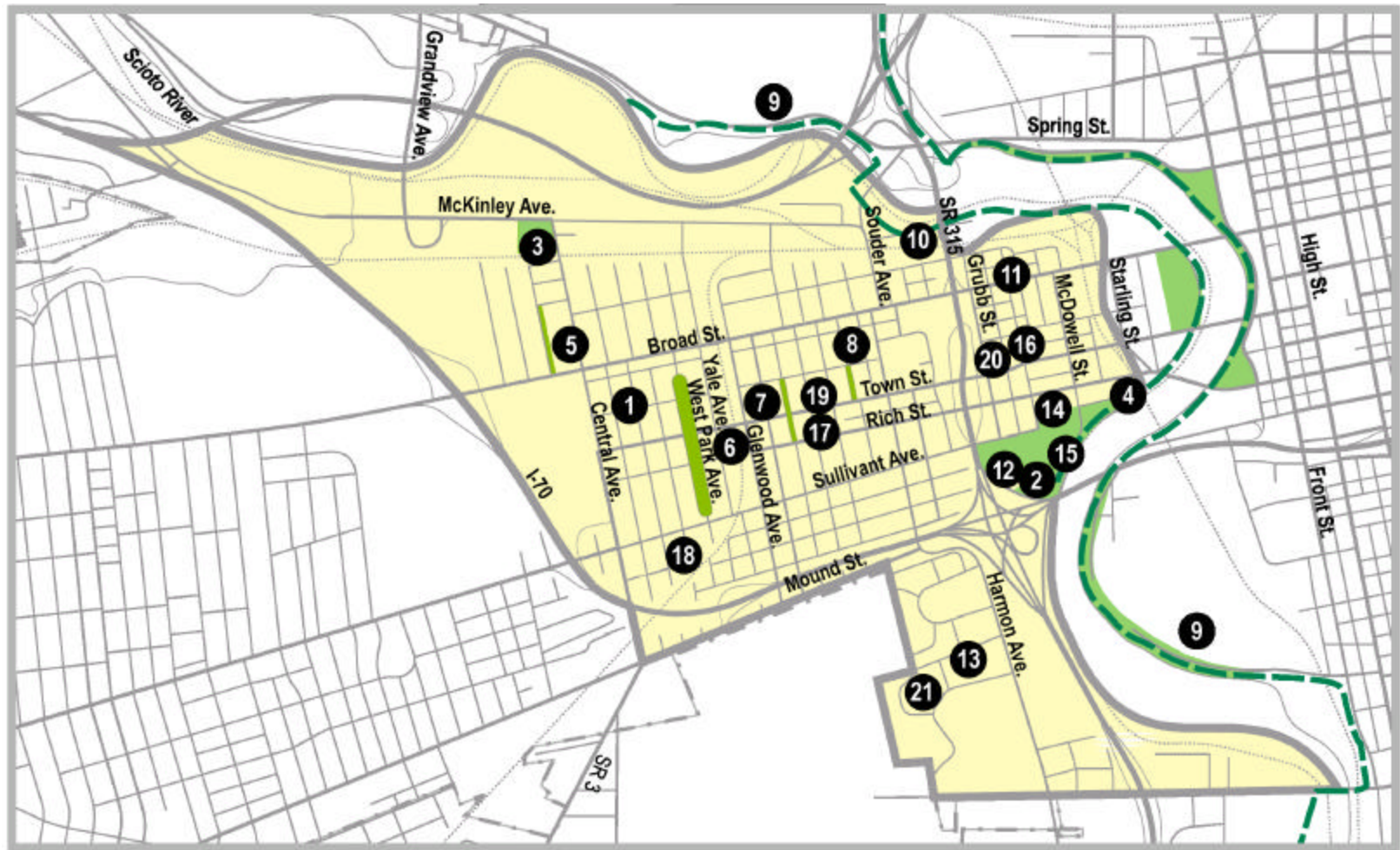
Franklinton contains several different types of parks and green space maintained by the Recreation and Parks Department. Riverfront Park is a regional park, designed to serve the metropolitan area. Dodge Park is a community park, designed to serve residents within a two-mile radius. The park offers numerous amenities, including a nationally renowned skateboard course. McKinley Park is a neighborhood park, designed to serve residents within a half-mile radius. Cody Park and Maurice Gates Memorial Park are pocket parks established by residents for the benefit of the community.

Franklinton residents are served by recreational facilities including Dodge Recreation Center on Sullivant Avenue,

Sullivant Gardens Community Center on Renick Avenue, and McDowell Senior Center on McDowell Street. These facilities provide athletic, leisure, and enrichment opportunities for people of all ages. In addition, the Scioto Multi-Use Trail, located along the Scioto River, is a regional asset accessible to area residents.

In addition to the parks and recreational facilities, Franklinton contains some unique and extraordinary open spaces. Medians on Dakota, Guilford, Martin and West Park avenues provide residents with large green spaces that are park-like in character. The Franklinton cemetery, a historic landmark for Franklinton, also represents a significant green space for the area.

## PARKS, RECREATION FACILITIES



- |                                                          |                                                           |                                                                  |                                              |                                |                           |
|----------------------------------------------------------|-----------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------|--------------------------------|---------------------------|
| <span style="color: green;">■</span> <b>Public Parks</b> | <span style="color: green;">■</span> <b>Median Strips</b> | <span style="color: green;">- - -</span> <b>Multi-Use Trails</b> | <b>Recreation Centers</b><br>(City-Operated) | <b>Other City Facilities</b>   | <b>School Playgrounds</b> |
| 1. Cody                                                  | 5. Guilford                                               | 9. Scioto                                                        | 12. Dodge                                    | 15. Dodge Skateboard Park      | 18. Dana                  |
| 2. Dodge                                                 | 6. West Park                                              | <b>Cultural Assets</b>                                           | 13. Sullivant Gardens                        | <b>Community Centers</b>       | 19. Avondale              |
| 3. McKinley                                              | 7. Dakota                                                 | 10. Franklinton Cemetery                                         | 14. McDowell                                 | 16. Westside Boys & Girls Club | 20. Franklinton           |
| 4. West Bank Walkway                                     | 8. Martin                                                 | 11. Harrison/Sullivant House                                     |                                              | 17. Gladden Community House    | 21. Sullivant             |



## ISSUES/POLICIES/STRATEGIES

### ISSUE

**Inadequate provision of neighborhood parks.**

### POLICY

Provide neighborhood parks within a one-half mile radius of all Franklinton residents as prescribed in the *Columbus Comprehensive Plan* and the *Recreation Parks Master Plan*.

### STRATEGIES

- ▼ Work with the city's Recreation and Parks Department to identify possible locations for future neighborhood parks.
- ▼ Foster collaboration between Columbus Public Schools and the Franklinton community to develop existing school playgrounds

into recreational parks that can be shared by the school and the neighborhood.

- ▼ Work with the developers of former school sites to retain open space, with the potential for developing neighborhood parks. Current sites include the Chicago Avenue and Bellows Avenue schools.
- ▼ If public housing sites are redeveloped, work with developers to retain open space for neighborhood parks.
- ▼ Foster collaboration between the City of Columbus Recreation and Parks Department and the Franklinton community on the planning and design of any new or renovated park.

**ISSUE**

**Insufficient landscaping and no formal maintenance program for open public and private spaces.**

**POLICY**

Provide adequate landscaping and structured maintenance programs for open spaces. Strategies

**STRATEGIES**

- ▼ Continue community initiatives to plant trees and flowers along West Broad Street and within the medians on Dakota, Guilford, Martin and West Park avenues.
- ▼ Extend the proposed corridor of open spaces from the Scioto Peninsula into Franklinton along major east-west arterials and install trees.
- ▼ Develop and implement programs and projects that provide vegetation in parks and within medians.
- ▼ Assure adequate provision of landscaping for I-670 and the Spring/Sandusky Interchange.
- ▼ Encourage use of the Urban Infrastructure Recovery Fund for the planting of trees and vegetation in parks and open spaces.
- ▼ Pursue maintenance of the medians on Dakota, Guilford, Martin and West Park avenues by the Department of Recreation and Parks.

**ISSUE**

**Inadequate number of access points to the Scioto Multi-Use Trail.**

**POLICY**

Provide greater connectivity to the Scioto Multi-Use Trail.

**STRATEGIES**

- ▼ Improve the condition of routes from within the community and provide identification and directional signage.
- ▼ If railroad tracks within the community are abandoned, consider utilizing the right-of-way for additional access to the Scioto Multi-Use Trail.

## STREETS, TRAFFIC & CIRCULATION

### GOALS

- ▼ Improve signalization, street alignments, and traffic circulation patterns to ensure efficient traffic movement.
- ▼ Ensure adequate provisions for pedestrian circulation, including a completed and well-maintained sidewalks system.
- ▼ Maintain the existing grid pattern of streets and alleys in Franklinton.



## CURRENT CONDITIONS

Franklinton's major east-west arterials include McKinley and Sullivant avenues and Broad, Town, Rich and Mound streets. The most significant is Broad Street, which is classified in the *Columbus Thoroughfare Plan* as a type "6-2" arterial. This classification calls for six moving lanes, two-way. McKinley and Sullivant avenues and Mound Street are classified as type "4-2D" arterials. This classification calls for four moving lanes, two-way and a median divider on mainline sections.

Major north-south arterials include Central, Glenwood, Hartford, Davis, and Harmon avenues. Like McKinley and Sullivant avenues, Central Avenue is classified as a type "4-2D" arterial. The remaining north-south arterials have either a "2-1" or "c" classification, which calls for two moving lanes and two parking lanes or additional moving lanes in two directions. Secondary north-south roadways south of Broad Street are generally adequate for local traffic. Most of the north-south roadways north of Broad Street dead end at the elevated Conrail tracks. Souder, Yale, Rodgers and Central avenues are the only streets that connect

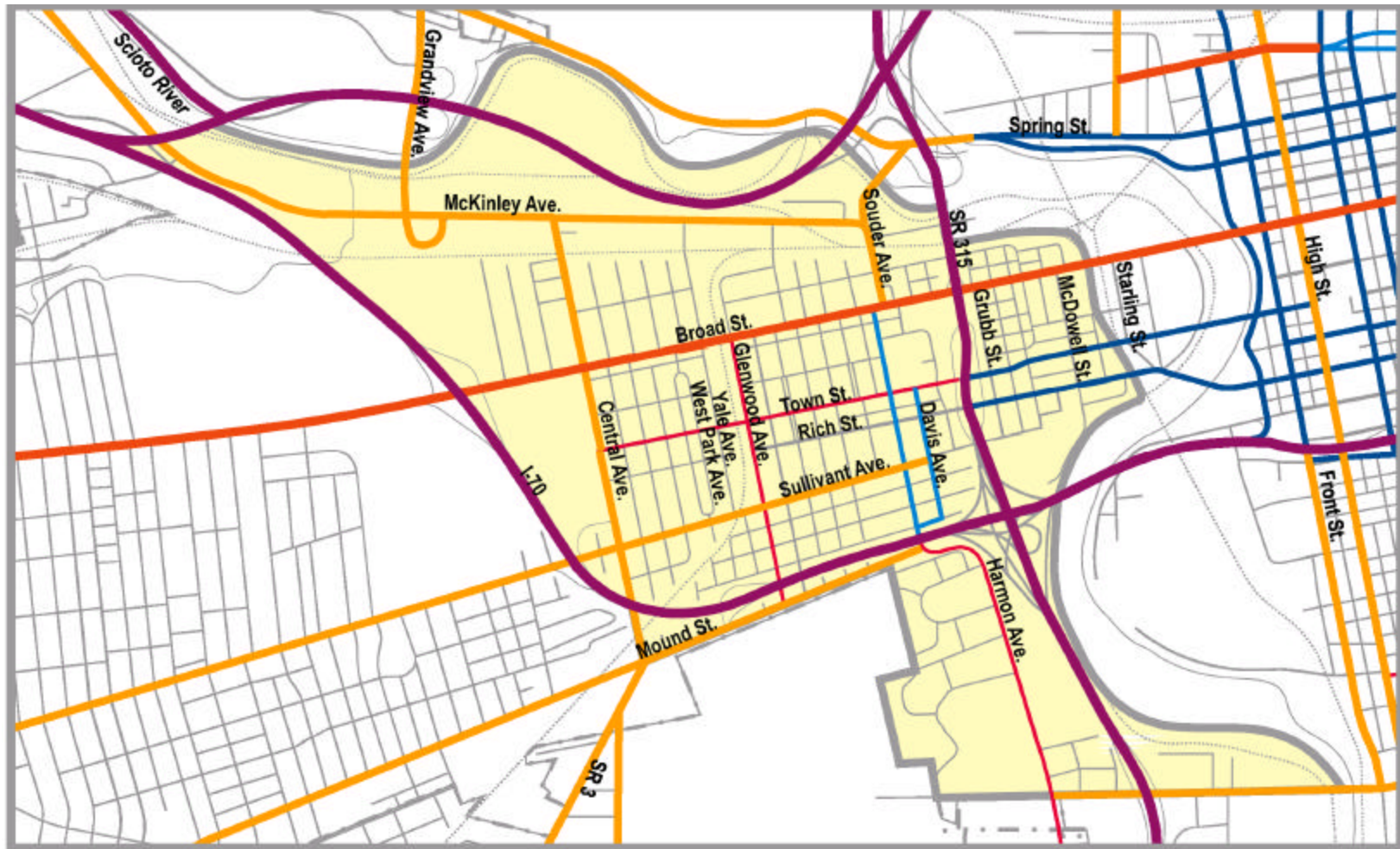
Broad Street and McKinley Avenue. Truck traffic on these streets, resulting from the industrial uses on McKinley Avenue, is problematic for residents. Souder Avenue is also a north-south arterial identified in the *Columbus Thoroughfare Plan*. Though infrastructure is adequate north of Broad Street, this arterial requires sewers, curbs, and sidewalks south of Broad, between Campbell and Thomas avenues.







The misalignment of roadways north and south of Broad Street present traffic circulation problems for Franklinton. A related problem is the large number of unsignalized intersections along Broad Street. Together, these problems cause increased volumes of traffic in alleys parallel to Broad Street.

Added to the existing traffic and circulations problems, a comprehensive traffic study needs to be done to estimate increased traffic flows due to new commercial and residential development that will inevitably follow the lifting of floodplain restrictions.



## MAJOR THOROUGHFARES



- |                                                                                                                 |                                                                                                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  Type F: Freeway             |  Type 3-1: Three Moving Lanes and Two Parking Lanes or Additional Moving Lanes in One Direction |
|  Type 6-2: Six Moving Lanes  |  Type 2-1: Two Moving Lanes and Two Parking Lanes or Additional Moving Lanes in One Direction   |
|  Type 4-2: Four Moving Lanes |  Type C: Two Moving Lanes and Two Parking Lanes or Additional Moving Lanes in Two Directions    |



## MAJOR TRAFFIC GENERATORS

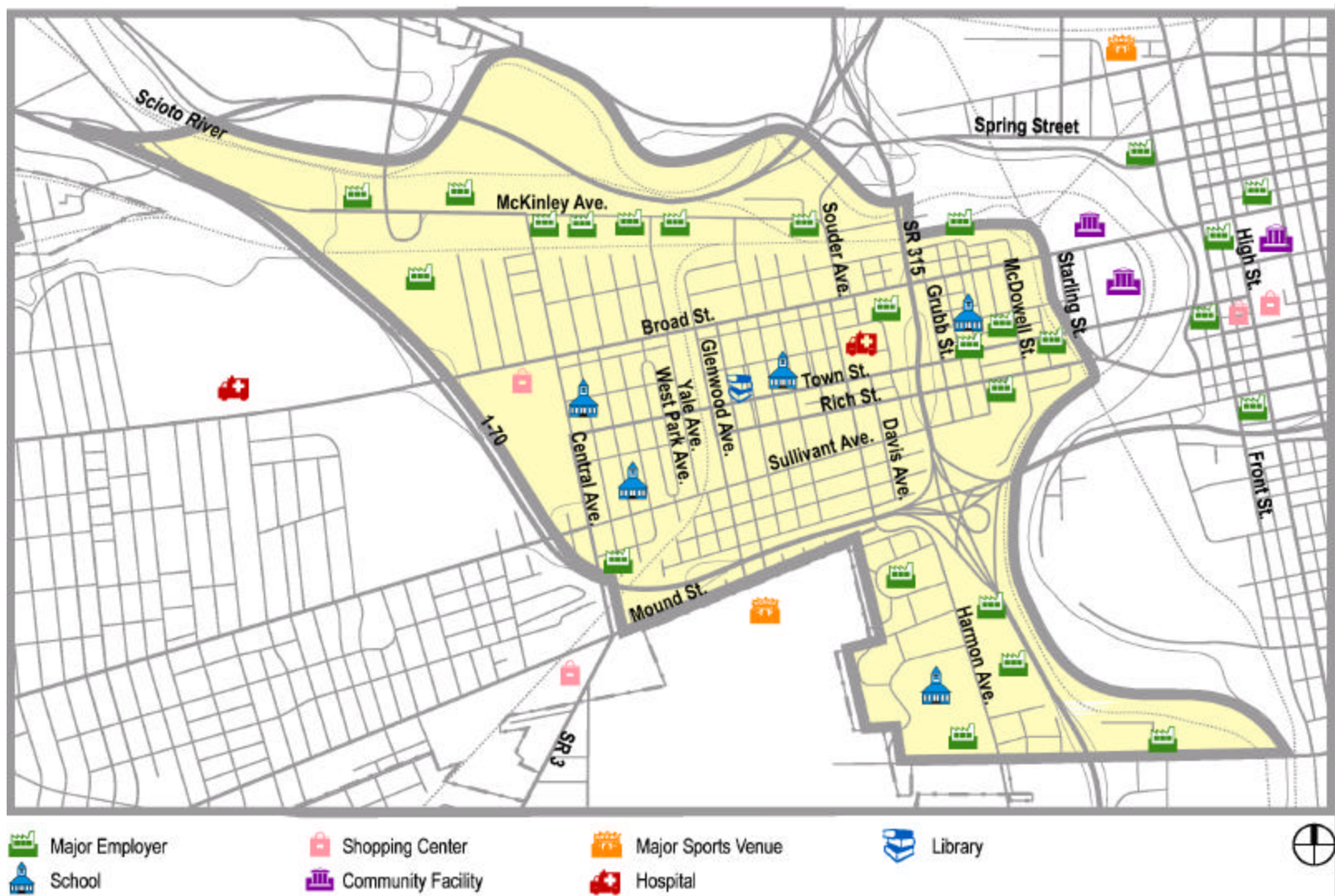
Cooper Stadium, Center of Science and Industry (COSI), Veterans Memorial, and Mount Carmel Medical Center are public and institutional uses that are major traffic generators in Franklinton. Employees and visitors to the medical center produce a large number of vehicle trips in the Souder Avenue/Davis Avenue/Broad Street area. Although congestion occurs at certain times of the day, the center's internal street circulation system seems to be adequate to accommodate the traffic. In addition, riverfront activities, such as the Greater Columbus Arts Festival and Red, White and Boom, are public events that create large volumes of traffic within the Franklinton community.

The West Edge Business Park at Mound Street and Harmon Avenue and manufacturing activities along McKinley Avenue generate a significant amount of vehicular traffic. The latter accounts for most of the heavy truck traffic, which is problematic when routed through residential areas.

The COTA bus maintenance and administrative office facility on McKinley Avenue, which employs over two hundred people, is also a major traffic generator within the community. The ODOT offices further down West Broad Street is another major traffic generator, especially towards downtown during the lunch hours.

Major retail commercial uses, such as National Office Warehouse, Farrow's Harley-Davidson Motorcycles, Graham Ford and Byers Chevrolet, draw business from outside the area and, thus, create additional traffic for the community. Similarly, major office commercial uses, such as National City Bank, generate significant volumes of traffic, especially at the beginning and end of the business day. The Franklinton Square retail development, located on Broad Street near the entrance of I-70, generates moderate traffic. In addition, interstate-related businesses create additional traffic for the community.

## MAJOR TRAFFIC GENERATORS



## PUBLIC TRANSPORTATION

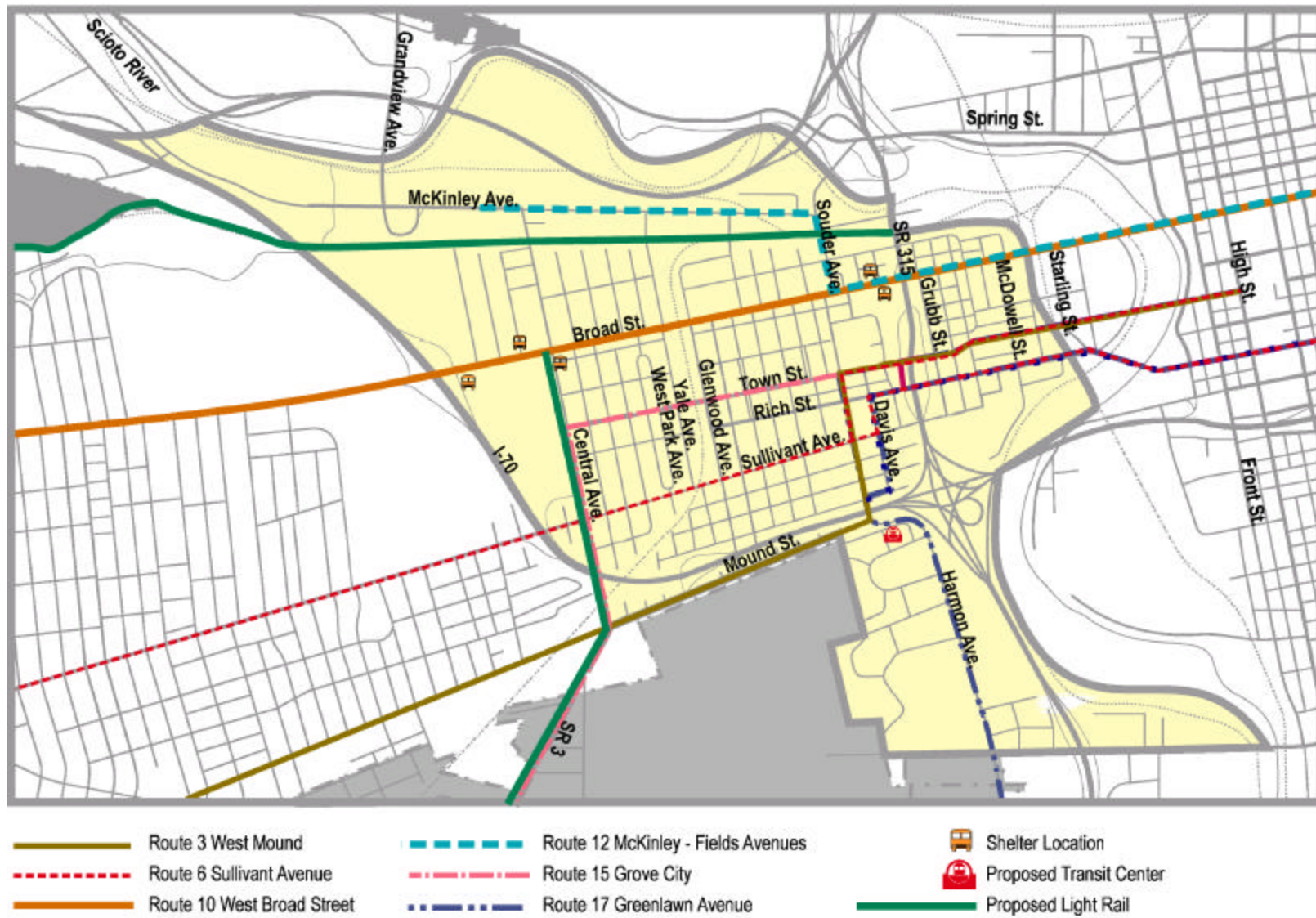
The Central Ohio Transit Authority (COTA) provides public transportation to the area. There are six local COTA routes that operate in and through Franklinton. Route 3 offers service along Mound Street and Route 6 along Sullivant Avenue. Both provide access to Westland Mall and downtown. Route 3 also provides service to Grandview Heights. Route 10 offers service along the entire length of Broad Street. Route 12 offers service along McKinley Avenue. This route begins at the COTA garage on McKinley Avenue and ends at the COTA facility near Fifth and Cleveland avenues. Route 15 offers service along Central Avenue, between Town and Mound streets. This route extends from downtown

Columbus to Grove City. Route 17 offers service along Greenlawn and Harmon avenues and provides public transportation to and from the West Edge Business Park.

COTA has proposed light rail for Central Ohio, including Columbus. Franklinton would contain several second phase rail corridors, including one east-west along the railroad right-of-way south of McKinley Avenue and one south-north along Central Avenue. These would follow completion of first phase rail corridors, which extend north and east from downtown.



## COTA ROUTES



## ISSUES/ POLICIES/ STRATEGIES

### ISSUE:

Inadequacy of certain intersections to handle automobile traffic.

### POLICY:

Ensure that all intersections have adequate provisions to handle traffic.

### STRATEGIES:

Conduct studies for the following intersections to determine the need for improvements:

- ▼ Broad and McDowell Streets.
- ▼ Broad Street at Souder, Davis and Hartford avenues
- ▼ Central Avenue at Town Street (to assess the need for a left turn lane).
- ▼ McKinley and Souder Avenues (to assess the need for a traffic light).
- ▼ Sullivant and Glenwood Avenues.

### ISSUE:

Souder Avenue infrastructure is inadequate.

### POLICY:

Provide adequate infrastructure for Souder Avenue.

### STRATEGIES:

- ▼ Grade and repave Souder to re-establish the curbs; build curbs where none currently exist.
- ▼ Provide sidewalks for safe pedestrian circulation on Souder Avenue, from Sullivant Avenue to Mound Street, and Scott Street, from McKinley Avenue to Broad Street.
- ▼ Work with area property owners and Mount Carmel Medical Center on the realignment of Souder Avenue to connect with Hartford Avenue.

**ISSUE:**

Continued expansion of the Mount Carmel Medical Center and related facilities generates increased traffic in the planning area.

**POLICY:**

Approach the growing needs of the Mount Carmel Medical Center facilities in a comprehensive manner to promote efficient traffic patterns

**STRATEGY:**

- ▼ Ensure collaboration between the city's Transportation Division and Mount Carmel Medical Center to develop effective traffic circulation routes in and around the hospital campus.

**ISSUE:**

The deterioration of narrow alleys that provide a means for local traffic to avoid left turns onto Broad Street or access signalized intersections to facilitate left turns.

**POLICY:**

Preserve existing streets and alleys.

**STRATEGY:**

- ▼ Upgrade alleys to support traffic and commercial uses along Broad Street.

**ISSUE:**

The disrepair or absence of infrastructure in some portions of the planning area is problematic.

**POLICY:**

Provide a safe and adequate environment for pedestrian and vehicular traffic.

**STRATEGIES:**

- ▼ Construct and/or repair sidewalks along major arterials.
- ▼ Provide adequate, bright lighting fixtures at all railroad and freeway underpasses.
- ▼ Construct sidewalks south of Sullivant Avenue between Glenwood and Guilford avenues.
- ▼ Construct curbs and gutters along Harmon Avenue.

**POLICY:**

Provide well-maintained alleys in residential areas of Franklinton.

**STRATEGY:**

Prioritize problem alleys and work with the city's Transportation Division on remediation.



**ISSUE:**

Increase in north-south traffic through Franklinton with the completion of the Spring-Sandusky Interchange and West Edge Business Park.

**POLICY:**

Predict and adequately prepare for increased north-south traffic in Franklinton.

**STRATEGIES:**

- ▼ Conduct a Souder/Hartford/Davis avenues traffic study to determine a better north-south flow of traffic through Franklinton.
- ▼ Conduct a study to consider the extension of Grandview Avenue to West Broad Street.

**ISSUE:**

Noise pollution in residential areas adjacent to I-70.

**POLICY:**

Buffer those residential areas affected by highway noise.

**STRATEGY:**

- ▼ Encourage the construction of sound walls or vegetation buffers in areas where the highway is near residences.

**ISSUE**

New development and redevelopment may require modifications or additions to the existing system of streets and alleys.

**POLICY**

Preserve and adhere to the existing grid pattern of streets and alleys in Franklinton.

**STRATEGIES**

- ▼ Discourage street or alley vacations in East Franklinton.
- ▼ Allow for the installation of new streets or alleys only if they follow the existing grid pattern.

## SANITARY SEWERS AND STORMWATER DRAINAGE

### GOALS

- ▼ Adequately maintain the existing sanitary and stormwater sewers within Franklinton.
- ▼ Upgrade sewer and stormwater capacity in conjunction with new development and redevelopment.

## CURRENT CONDITIONS

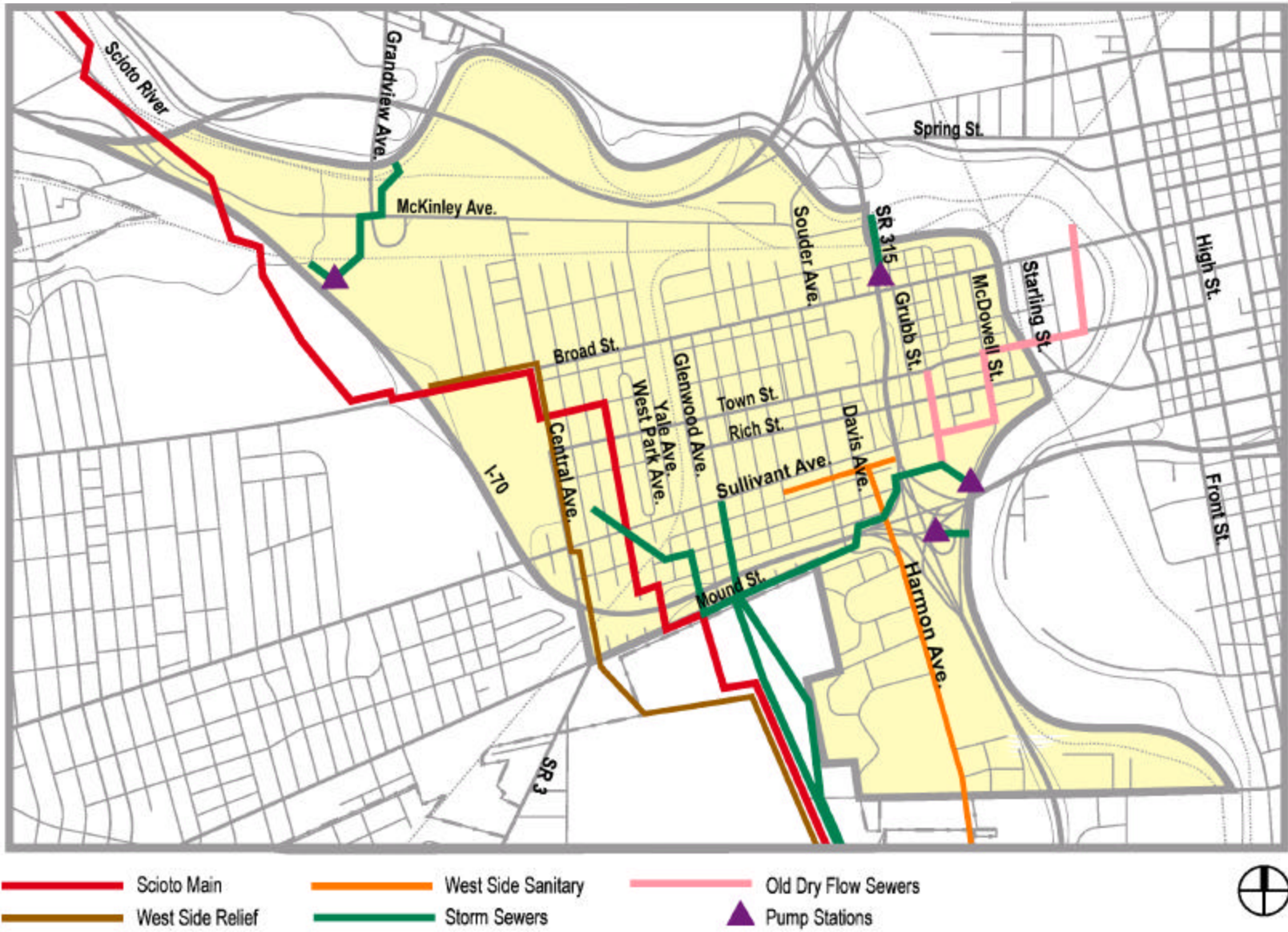
Combined sanitary and stormwater sewers serve much of Franklinton, especially east of SR 315. Localized street flooding is a recurring problem in several areas during heavy storms.

In 1983, Floodplain Regulations were imposed on Franklinton, requiring stricter development standards in the area than the National Flood Insurance Program (NFIP) Regulations of 1978. Construction of the Franklinton Floodwall, a joint city/federal flood protection project, began in 1993. The completion of this floodwall ensures flood protection

for the homes and businesses in Franklinton. The total project cost was \$129 million; the federal share was \$97 million and the city's share of the total project was \$32 million.

Sanitary and storm sewers will need to be evaluated and improvements may be necessary to accommodate additional flows from new developments/redevelopments that may follow the lifting of the floodplain restriction.

MAJOR SEWER AND STORMWATER FACILITIES



## ISSUES/POLICIES/STRATEGIES

### ISSUE:

**Inadequate stormwater drainage in some areas due to the absence of stormwater sewers or the inadequacy of existing sewer lines.**

### POLICY:

Pursue the remediation of stormwater drainage problems in Franklinton (city's Division of Sewerage and Drainage in collaboration with the Franklinton community).

### STRATEGIES:

- ▼ Prioritize the following areas with stormwater drainage problems for infrastructure improvements:
  - ▲ Princeton Avenue between Sullivant and Union avenues
  - ▲ Rich Street between Grubb and Gift streets
  - ▲ Rodgers Avenue at the railroad tracks, and
  - ▲ The railroad underpass on Souder Avenue.
- ▼ Evaluate the system of sanitary and storm sewer lines to determine their ability to accommodate new development/redevelopment and increase their capacities, as needed.
- ▼ Promote continued cooperation between the Division of Sewerage and Drainage and the Transportation Division on the storm sewer improvements planned for McKinley Avenue between Souder and Central avenues (See Appendix E: Scheduled Capital Improvements).
- ▼ Encourage property owners to monitor problem areas and complete the *Stormwater Questionnaires* available from the city's Division of Sewerage and Drainage.

**ISSUE:**

The existing sanitary and storm sewers in East Franklinton may be inadequate to accommodate new development/redevelopments.

**POLICY:**

Encourage infrastructure improvements with new development/redevelopment.

**STRATEGIES:**

- ▼ Coordinate improvements with new road construction and/or widening to accommodate future growth and expansion within the planning area.
- ▼ Reduce and channel runoff from parking lots with landscaped islands, curb, grass filter strips, and drainage swales where appropriate.
- ▼ Separate and/or replace combined sanitary and stormwater sewer systems.

**ISSUE:**

**Blocked or broken, inoperable catch basins or storm sewers causes local flooding.**

**POLICY:**

Maintain or repair catch basins and storm sewers.

**STRATEGY:**

- ▼ Encourage residents to join stream clean-ups.
- ▼ Post the street sweeping schedule and tow vehicles that have not been moved for sweeping.
- ▼ Utilize the *Franklinton News* to publicize the street sweeping schedule and inform residents about towing policies.
- ▼ Encourage residents to report inoperable catch basins to the Sewer Maintenance Operations Center (SMOC), Division of Sewerage and Drainage, at 645-7102.

## URBAN DESIGN

### GOALS

- ▼ Develop the community's entry/exit points so that they are visually appealing and identifiable as Franklinton gateways.
- ▼ Improve the quality and consistency of streetscapes on both residential streets and commercial corridors.
- ▼ Ensure that new development/ redevelopment is consistent with the character and historical development patterns of the area.
- ▼ Protect existing and future residential development from the negative impacts of non-residential uses.





## CURRENT CONDITIONS

Franklinton's pedestrian-oriented commercial corridors and densely developed residential areas are characteristic of older, central city neighborhoods. This design, or composition, is most evident in East Franklinton, where row houses and store fronts have been built at the street edge.

In contrast, the area west of SR 315 is characterized by single-family homes with front and rear yards. While these residential areas are also densely developed, relief is provided on some streets with the introduction of medians. Several of the boulevards provide park-like settings for area residents. Like East Franklinton, commercial buildings in this portion of the community have a street front orientation.

Another characteristic that is typical of older, central city neighborhoods is Franklinton's grid pattern of streets and alleys. This urban design feature

is both functional and utilitarian. It is easily navigated and provides both front and rear access to parcels. In addition, sidewalks and curb lawns exist in most areas of the community. Together, these elements establish a pattern, or fabric, that is common to American cities.

Unfortunately, some of the character and fabric of Franklinton has been compromised over the years. Suburban-like development, that is inconsistent with existing patterns, has been interjected into the community's commercial corridors. In response, Franklinton requested additional development standards for West Broad Street that would preserve and re-establish the urban fabric. This resulted in the *Urban Commercial Overlay* for West Broad Street. Adopted by City Council in 2001, the overlay codifies pedestrian-oriented development standards.

## ISSUES/POLICIES/STRATEGIES

### ISSUE:

Entry and exit points are not distinctive and generally ineffective in identifying the community.

### POLICY:

Provide well-designed gateways for Franklinton.

### STRATEGIES:

- ▼ Develop signage and special landscaping that establishes the following intersections as Franklinton gateways:
  1. Broad Street at the Scioto River, SR 315 and I-70
  2. Central Avenue at Mound Street
  3. Greenlawn Avenue at I-71
  4. Harmon Avenue at Greenlawn Avenue
  5. Holton Avenue (Cooper Stadium exit) at I-70
  6. Rich Street at the Scioto River and SR 315
  7. Souder Avenue at SR 33
  8. Town Street at the Scioto River and SR 315
  9. All railroad overpasses
- ▼ Use landscaping to soften the approaches to ramps and elevated portions of the roadway at entry and exit points.
- ▼ Screen unsightly views and frame desirable vistas through appropriate right-of-way plantings.

### ISSUE:

Franklinton residents perceive the open space of the Scioto Peninsula and the Scioto Multi-Use Trail as being distant and separated from their neighborhoods.

### POLICY:

Pursue urban design solutions that link Franklinton neighborhoods with the Scioto Peninsula and Scioto Multi-Use Trail.

### STRATEGIES:

- ▼ Extend 'green' pedestrian corridors into Franklinton along Sullivant, State, and Town streets by establishing continuous street lawns and installing street trees.
- ▼ Supplement the Broad Street streetscape with additional street trees.

**ISSUE:**

**The Franklinton Cemetery, one of the community's most significant green spaces and historic resources, is not readily accessible.**

**POLICY:**

Provide the community with visual and physical connections to Franklinton Cemetery.

**STRATEGIES:**

- ▼ Work with surrounding property owners to extend green space from the cemetery to Souder Avenue.
- ▼ Establish signage on all of the community's corridors directing residents and visitors to Franklinton Cemetery.

**ISSUE:**

**The negative impact of signage on the visual quality of streetscapes.**

**POLICY:**

Encourage signage that enhances the aesthetic appeal and character of its surroundings.

**STRATEGIES:**

- ▼ Work with businesses to establish signage that is readable, appropriate to zoning districts and roadway characteristics, and compatible with its context.
- ▼ Monitor signage to ensure that it is properly constructed, installed, maintained, and removed once a business no longer exists at that location.

**ISSUE:**

**The abundance of overhead wires has a negative impact on the community's visual image.**

**POLICY:**

Work to reduce the amount of overhead wires in the area.

**STRATEGIES:**

- ▼ Prioritize key streets to pursue the relocation of overhead wires to the alleys as part of the Capital Improvements Program or Urban Infrastructure Recovery Fund.
- ▼ Require underground wiring in all new development or substantial redevelopment of areas involving more than one city block. This will be a requirement associated with obtaining a building permit.

**ISSUE:**

**Future character of East Franklinton.**

**POLICY:**

Manage new development/redevelopment in a manner that preserves, reinforces, and reestablishes the residential character and historical development pattern of the area.

**STRATEGIES:**

- ▼ Support development/redevelopment that provides a pedestrian-oriented streetscape, including pedestrian scale street lighting, street furniture, and street trees.
- ▼ Reinforce or re-establish residential districts west of McDowell Street in a manner consistent with the historical precedents for architectural character and patterns of development. Maximum building height in this portion of East Franklinton should be 25 feet.
- ▼ Develop a mixed-use district east of McDowell Street, with commercial uses on the first floor and office or residential uses on upper floors. Maximum building height in this portion of East Franklinton should be 40 feet.
- ▼ Prepare a detailed master plan for East Franklinton that is based on community objectives for the area.

**ISSUE:**

**The highways that surround Franklinton have a negative impact on the community, especially residential areas.**

**POLICY:**

Minimize the negative impact of adjacent highways.

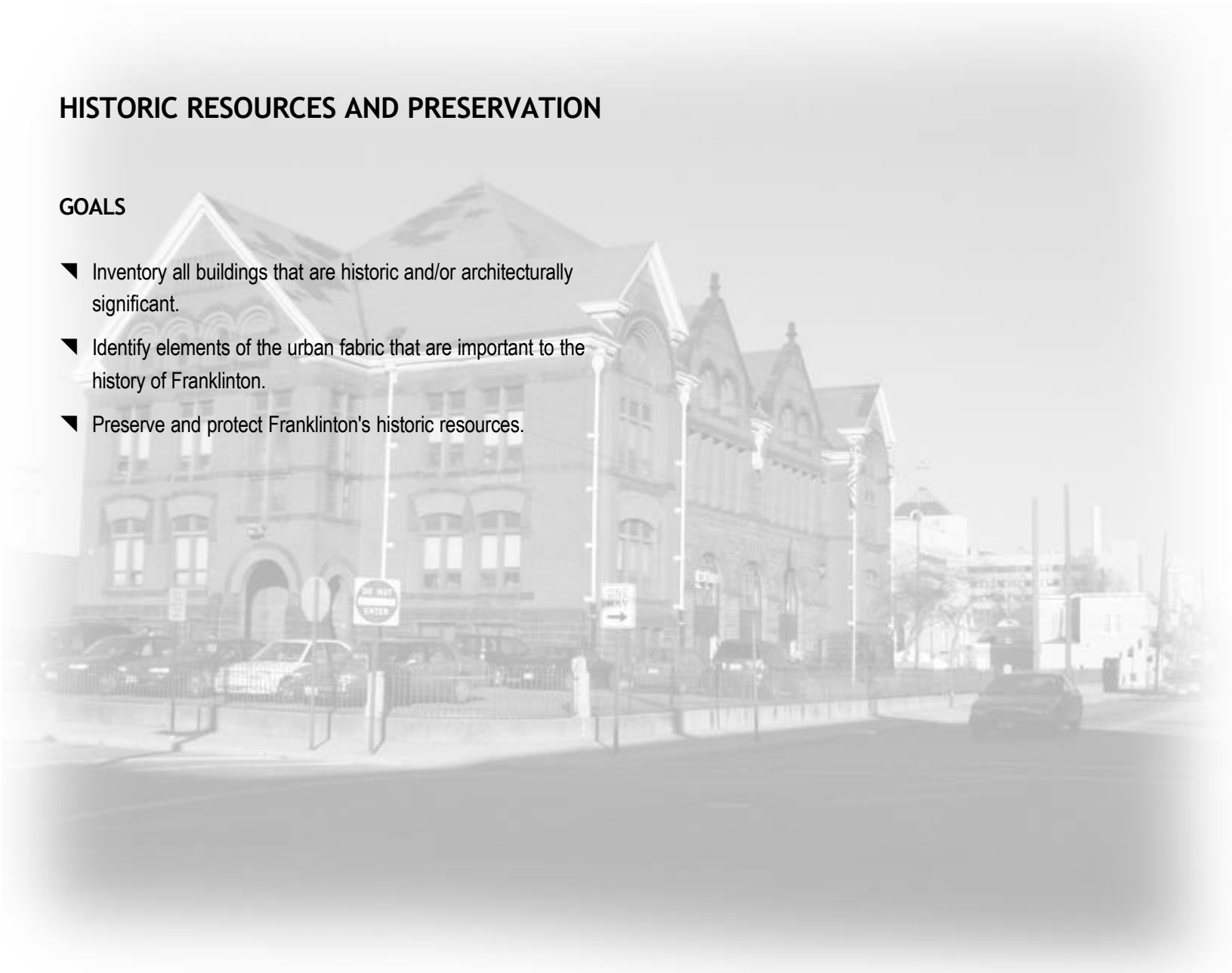
**STRATEGIES:**

- ▼ Foster collaboration between the Ohio Department of Transportation, Columbus Transportation Division, and the Franklinton community to install screening and sound barriers along those portions of highways that are having a negative impact on residential areas.
- ▼ Improve the underpasses of I-70 and SR 315 so that they are pedestrian-friendly, including the adequate provision of lighting.
- ▼ Discourage the construction of any new billboards along adjacent highways.
- ▼ Improve the appearance of highway overpasses and the concrete walls of elevated highways with artwork, stone or brick veneer, etc.

## HISTORIC RESOURCES AND PRESERVATION

### GOALS

- ▼ Inventory all buildings that are historic and/or architecturally significant.
- ▼ Identify elements of the urban fabric that are important to the history of Franklinton.
- ▼ Preserve and protect Franklinton's historic resources.



## CURRENT CONDITIONS

Since Franklinton is the oldest community in Central Ohio, its built environment is an important record of Ohio history. Several of the original nine streets platted by Lucas Sullivant when he founded Franklinton remain in use today. The original survey office that Sullivant used when laying out the settlement of Franklinton also still exists.

Several civil war era buildings remain standing, including the house at Gift and Broad Streets that was used as staff headquarter for General William Henry Harrison. The house at Gift Street and Culbertson Avenue served as the first US Post Office for Columbus. Though this building still exists, it has been seriously neglected and is in a state of disrepair.

Other buildings serve as landmarks because of the people who once resided in them. For instance, the house that exists at 51 North Gift

Street is historically significant because it served as the residence for Dr. Alice Gillespie-Alan, the first female doctor in the State of Ohio.

Franklinton also contains some of the oldest and most architecturally significant public and institutional buildings in Columbus. Avondale School is an extraordinary Gothic Revival structure built in the late 1800's. Equally impressive is the Toledo and Ohio Central Railway building, an unusual Victorian Gothic structure from the same period. Engine Houses No.6 and No.10 are also significant landmarks in the Franklinton community.

Together, these buildings, along with numerous other structures in Franklinton, are significant examples of the past. They serve as essential resources, providing insight and understanding into our history as a city and state. As such, Franklinton's built environment is an indispensable asset worthy of preservation and protection.

## ISSUES/POLICIES/STRATEGIES

### ISSUE

Franklinton's historic resources are not protected from alterations or demolition.

### POLICY

Institute a mechanism for protecting Franklinton's historic resources.

### STRATEGY

- ▼ Establish a conservation district that regulates major alterations and demolitions of historic structures.

### ISSUE

Many of Franklinton's historic resources are neglected and/or abandoned.

### POLICY

Utilize city, county and state resources to pursue remediation and/or forfeiture of property.

### STRATEGIES

- ▼ Aggressively enforce city building and environmental health codes.
- ▼ Pursue remediation through environmental court, as appropriate.
- ▼ Request foreclosure on all vacant property with delinquent taxes for the purpose of maintaining in the city's land bank for redevelopment.



**ISSUE**

**Most of Franklinton's historic resources are not on the local or National Register of Historic Places.**

**POLICY**

Pursue local and national registration of all historic buildings and locales.

**STRATEGY**

▼ Submit the following structures for inclusion on the local and national registries:

1. Avondale Elementary School, 156 Avondale Avenue
2. Avondale Theatre, 1005 W. Broad Street
3. B & T Metals Building, 425 W. Town Street
4. Bellows Avenue School (former), 725 Bellows Avenue
5. Chicago Avenue School (former), 22-50 Chicago Avenue
6. Dana Elementary School, 300 Dana Avenue
7. Deardurff House/Old Post Office, 72 S. Gift Street
8. Distelhorst Retail Grocer, 215 McDowell Street
9. Engine House No.6, 540 W. Broad Street
10. Engine House No.10, 1096 W. Broad Street
11. Fager Library, 969 W. Broad Street
12. Gillespie-Alan House, 51 N. Gift Street

13. Grubb Street Row Houses, 245-251 S. Grubb Street
14. Hale House and Shoe Repair Shop, 261-63 S. Gift Street
15. Harrison House, 570 W. Broad Street
16. Holy Family School, 57 Grubb Street
17. Kunkel House, 642 W. Chapel Street
18. McDowell House, 21-23 McDowell Street
19. McDowell House, 43 McDowell Street
20. Mission Church (former), 493 West Chapel Street
21. Ruby Chemical Building, 68-70 McDowell Street
22. Scioto Tower (switching tower), near 400 W. Broad
23. Starling Middle School, 120 S. Central Avenue
24. Street Car Barns, 1115 W. Broad Street at Glenwood
25. Sullivant Land Office, 570 W. Broad Street (rear)
26. Toledo and Ohio Central Railway Company, 379 W. Broad Street
27. West Broad Theater, 1213 W. Broad Street
28. West Broad/West Park House, 1235 W. Broad Street

▼ Submit the following locations for inclusion on the Columbus and national registry:

1. Franklinton Cemetery
2. Original Franklinton settlement

## ISSUE

Redevelopment may threaten Franklinton's historic resources.

## POLICY

Support the reuse of historic resources.

## STRATEGIES

- ▼ Relocate historic structures when threatened by demolition.
- ▼ Encourage adaptive reuse of historic structures.



## ISSUE

Lack of resources to preserve landmarks for public use.

## POLICY

Protect Franklinton's landmarks as historical/cultural resources for the public.

## STRATEGIES

- ▼ Build public/private partnerships that preserve historically significant buildings and locales.
- ▼ Maintain public ownership of landmarks, when feasible.



## ECONOMIC DEVELOPMENT

### GOALS

- ▼ Anticipate and promote future development by enhancing the community's identity and marketable image.
- ▼ Lay the foundation for economic revitalization efforts, that attract new businesses and customers to the area.
- ▼ Build upon Franklinton's Economic Development Plan by preparing a marketing study and action plan.



## CURRENT CONDITIONS

Franklinton is one of the most underdeveloped areas within the central city. As such, it is a potential growth area that, because of its proximity to Downtown Columbus, can serve to support and strengthen the city's center. The significant amount of vacant land directly west of the Scioto Peninsula offers extraordinary opportunities for residential and commercial development. And, the diversity of existing building stock provides a multitude of possibilities for redevelopment.

Franklinton's current status is due, in large part, to the area being declared a floodplain in the early 1980's. This placed severe restrictions on the construction of buildings and discouraged owners from improving their property.

Despite significant challenges over the past several decades, the Franklinton community has maintained a positive outlook. The Franklinton Board of Trade has been at the forefront of progressive thinking about the community's future. Their foresight has given rise to many important initiatives, including two economic development plans. The first, completed in 1987, and second, completed in 1993, provide action steps for community goals (see Appendix H: Economic Development Plan).

Recent development activity suggests a positive future for the community. The construction of the Center of Science and Industry (COSI) building on the Scioto Peninsula, the creation of a park/multi-use trail along the Scioto River, and the development of the West Edge Business Park in south Franklinton all represent significant investments of public and private resources.

The greatest impact of lifting the floodplain restrictions will be on the economic development of the area as the Franklinton Board of Trade has rightly identified. The community has a lot to gain from this development, but all measures need to be taken to ensure that this happens in an organized way so as to not negatively impact the original urban fiber of the area. Franklinton has a history of community investment, commitment to a thriving business and retail district, and dedication to improving the quality of life for its residents. This characteristic will be tested in the period of growth following the completion of the floodwall. This same attribute will ensure that Franklinton will emerge as a strong and vibrant neighborhood within the greater Downtown Columbus community.

## ISSUES/POLICIES/STRATEGIES

### ISSUE:

Business development in response to the removal of restrictions after the completion of the floodwall.

### POLICY:

Foster new business development through cooperative initiatives between the city's Economic Development Division and the Franklinton community.

### STRATEGIES:

- ▼ Support entrepreneurial ventures, such as a farmer's market, in the area bound by the two railroad tracks west of the Scioto Peninsula.
- ▼ Provide incentives to national and regional businesses that bring additional pedestrian-oriented retail to the area.
- ▼ Improve mass transportation to downtown Columbus, such as the COTA Link.

### ISSUE:

Lack of community-based events/activities/services that complement nearby venues on the Scioto Peninsula, such as COSI and Veterans Memorial.

### POLICY:

Create a cultural/entertainment district in the Franklinton area to generate greater economic activity.

### STRATEGIES:

- ▼ Encourage other venues to locate on and near the Scioto Peninsula, such as museums, movie theaters, and amusement parks.
- ▼ Pursue hotel/motel development that supports Downtown Columbus and, more specifically, the Scioto Peninsula.
- ▼ Organize historical walking tours and street festivals that help to promote the Franklinton community.

**ISSUE:**

Franklinton does not have a current comprehensive marketing plan to guide future business development.

**POLICY:**

Continue cooperation between the City's Development Department and the Franklinton community to obtain a market study and strategic action plan.

**STRATEGY:**

- ▼ Maintain ongoing funding for a consultant to conduct a market study and prepare an action plan for Franklinton.



## APPENDIX A

### SUMMARY OF AREA DEMOGRAPHICS

**TABLE 1: SUMMARY OF 2000 CENSUS DATA**

	Franklinton		Columbus		Franklin County	
POPULATION CHARACTERISTICS						
Total Population	15,778	100.0%	711,470	100.0%	1,068,978	100.0%
White	11,913	75.5%	496,425	69.8%	824,151	77.1%
Minority	4,062	25.7%	215,045	30.2%	244,827	22.9%
Over 60 years (Age)	2,098	13.3%	83,347	11.7%	138,651	13.0%
INCOME CHARACTERISTICS						
\$ 0 - \$ 9,999	1,833	28.5%	32,322	9.9%	39,230	8.9%
\$ 10 - \$ 24,999	1,904	29.6%	61,280	18.7%	78,385	17.9%
\$ 25 - \$ 34,999	763	11.8%	44,296	13.5%	58,829	13.4%
\$ 35 - \$ 49,999	798	12.4%	53,290	16.3%	74,109	16.9%
\$ 50 - \$ 74,999	797	12.4%	60,876	18.6%	91,649	20.9%
\$ 75,000+	347	5.4%	49,736	15.2%	96,674	22.0%
Total households	6,442	100.0%	301,800	100.0%	438,876	100.0%
Median household income	\$17,672		\$37,897		\$42,734	
HOUSEHOLD CHARACTERISTICS						
Total housing units	6,442	100.0%	327,175	100.0%	471,016	100.0%
Owner occupied	1,882	29.2%	148,004	45%	249,633	53%
Renter occupied	4,435	68.9%	153,530	47%	189,145	40%
Vacant units	125	1.9%	25,641	8%	32,238	7%



	Franklinton		Columbus		Franklin County	
LABOR FORCE CHARACTERISTICS						
Total labor force (16 years and over)	5,518	100.0%	374,892	100%	559,129	100.0%
Managerial and professional	1,303	17.5%	133,050	35.5%	209,948	37.5%
Service	1,080	23.9%	56,916	15.2%	78,016	14.0%
Sales and office occupations	1,372	25.0%	112,729	30.1%	167,418	29.9%
Farming, fishing and forestry	11	0.1%	374	0.1%	472	0.1%
Construction, extraction, and maintenance	503	8.9%	24,224	6.5%	36,,533	6.5%
Production, transportation, and material moving	1,249	24.5%	47,599	12.7%	66,742	11.9%
EDUCATIONAL CHARACTERISTICS						
Population 25 years and over	8,771	100.0%	440,987	100%	676,318	100%
Less than 9th grade	1,090	12.7%	17,011	3.9%	22,855	3.4%
9th to 12th grade, no diploma	2,903	32.5%	54,600	12.4%	73,567	10.9%
High school graduate (includes equivalency)	2,167	25.9%	120,348	27.3%	183,287	27.1%
Some college, no degree	1,073	12.7%	96,217	21.8%	143,897	21.3%
Associate degree	199	2.3%	24,753	5.6%	37,532	5.5%
Bachelor's degree	792	8.3%	87,624	19.9%	143,053	21.2%
Graduate or professional degree	547	5.5%	40,434	9.2%	72,127	10.7%

TABLE 2: COMPARISON OF 1980, 1990 AND 2000 CENSUS DATA

	1980	1990	2000	% CHANGE	
				1980 - 1990	1990 - 2000
<b>FRANKLINTON</b>					
Population	15,321	15,152	15,778	-1.1%	4.1%
Households	5,443	5,481	6,442	0.7%	17.5%
Median family income	\$8,245	\$10,916	\$17,672	32.4%	61.9%
<b>COLUMBUS</b>					
Population	564,871	632,910	711,470	12.0%	12.4%
Households	217,150	257,376	301,800	18.5%	17.3%
Median family income	\$17,341	\$26,651	\$37,897	53.7%	42.2%
<b>FRANKLIN COUNTY</b>					
Population	869,132	961,437	1,068,978	10.6%	11.2%
Households	322,817	379,240	438,876	17.5%	15.7%
Median family income	\$17,935	\$30,375	\$42,734	69.4%	40.7%

## APPENDIX B: MCKINLEY AVENUE CORRIDOR PLAN

The McKinley Avenue Corridor Plan is both a statement of values and an agenda for action. Its recommendations are based upon a strong collective vision and a common concern for the general welfare of property and business owners that live and work along McKinley Avenue. The Plan is also a guide for decision-makers. Used as a tool, it can help to preserve and enhance the viability of the McKinley Avenue Corridor as a vibrant manufacturing and employment district.

The McKinley Avenue Corridor has been designated as one of five Neighborhood Employment Districts (NEDS) within the city of Columbus. These districts were established through the Neighborhood Employment District Initiative, a comprehensive and collaborative strategy designed to stimulate economic development within the city's central core. The City's Department of Trade and Development, the Columbus City Council, the Greater Columbus Chamber of Commerce and the Columbus Urban Growth Corporation, working together as partners in the NEDS effort, developed a broad vision and eleven key goals for the program in March of 1999:

Columbus urban core neighborhood employment districts will be thriving business environments, conducive to private investment, employment growth and job opportunities for local residents.

- ▼ Increase commercial and industrial investment
- ▼ Increase number of jobs, thereby reversing the long-term trend of job out-migration
- ▼ Increase labor participation rate
- ▼ Improve networking with existing business base
- ▼ Enhance physical environment
- ▼ Reduce the amount of vacant, underutilized and/or brownfield industrial and commercial sites
- ▼ Enhance the image of the core central city as a place to do business
- ▼ Retain existing job base
- ▼ Build wealth and population
- ▼ Facilitate cooperative planning between residential and business neighbors
- ▼ Encourage employment of local residents

## IDENTITY AND CHARACTER

Although not unattractive, McKinley Avenue is not scenic. The roadway is flanked by gravel parking lots, above-grade electric and telephone lines, outdoor storage areas, concrete block buildings and a significant amount of commercial signage. Yet, these physical characteristics are typical of older urban corridors and not inappropriate for large industrial properties. With regard to the McKinley Avenue Corridor, functional requirements have, and should, dictate design.

The McKinley Avenue Employers' Association serves as the collective voice for McKinley Avenue businesses and it is perhaps the most recognizable component of the Corridor's identity. Through its promotion of local interests and by actively recruiting new business development, the Association has increased the public's awareness of the Corridor and it has successfully cultivated an attractive climate for economic development.

## RECOMMENDATIONS

- ▼ Continue to promote job growth and development; market the McKinley Avenue Corridor as a vibrant manufacturing and employment district.
- ▼ Target capital improvements funding for projects that enhance the function and appearance of the McKinley Avenue streetscape.
- ▼ Increase the visibility of the McKinley Avenue Employer's Association through the Chamber of Commerce and the city's Business Development Office.

## LAND USE AND ZONING

The planning area contains more than 1000 acres of property. Parcels vary significantly in configuration and size, though many fall within a range of two (2) to fifteen (15) acres. Most tracts have been developed with light industrial, manufacturing, and heavy commercial businesses, including industrial equipment and automotive parts suppliers, heating and ventilating contractors, chemical manufacturers, builders, asphalt paving and concrete contractors, metal fabrication companies, the city's Police Academy and the headquarters of the Central Ohio Transit Authority (COTA). However, a few large lots have been recently improved with apartments and condominiums. These uses have been problematic at times, particularly for the businesses that generate heavy truck traffic, noise, odor, dust and/or fumes. Neighborhood residents frequently complain about such impacts, and solutions to these problems are typically expensive and difficult to achieve.

Years ago, a northern portion of the planning area was actively quarried. The activity has since been abandoned, and much of that property remains undeveloped. There are some additional vacant tracts of land along the south side of McKinley Avenue; these properties abut steep highway embankments and/or railroad tracks and therefore possess little development potential. The Scioto River floodplain also extends into the north side of the planning area, though the recent construction of a floodwall will alleviate some of the seasonal problems.

Continued growth within the corridor may be difficult to accommodate. The environmental and geographical limitations noted above are significant, and because the planning area's periphery has already

been developed, the incorporation of additional property may be cost prohibitive.

The entire south side of McKinley Avenue lies within the Manufacturing (M) zoning district. The northern side is similarly classified, except for the residential and mixed-use developments at Fifth Avenue, Lake Shore Drive and Trabue Road. Because the (M) classification has been applied to so much area, because it permits a wide variety of land uses, and because it is consistent with the established character of the corridor, preservation of this district is strongly recommended.

## RECOMMENDATIONS

- ▼ Preserve the current mix of manufacturing and industrial uses through retention of the Manufacturing (M). Permit Commercial Planned Development (CPD) districts for supporting businesses and accessory uses where appropriate.
- ▼ Confine residential development to the existing residential zoning districts. Apartments and condominiums, in particular, have significantly reduced the inventory of viable industrial property and have therefore limited opportunities for local business expansion.
- ▼ Preserve the neighborhood park. It is an important neighborhood amenity and could be further developed into a recreation area for local business employees.
- ▼ Where new development occurs, require screening, landscaped buffers and/or deep building setbacks to ensure that adjoining land uses are not adversely affected.

## STREETS AND TRAFFIC CIRCULATION

McKinley Avenue functions as a collector street. It provides direct access to properties and it channels vehicles to major thoroughfares such as Dublin Road and West Broad Street. The roadway was recently widened to three lanes west of Grandview Avenue; the section between Souder Avenue and Central Avenue will be similarly improved within the next few years. Flow is generally heavy, particularly during rush hours.

There are traffic signals at all of the major intersections except Souder Avenue. This has been problematic for local employees driving to and from work and the eastbound buses and heavy trucks that must stop and wait for a gap in the flow. A recent study concluded that a signal is warranted; the city's Division of Traffic Engineering has prepared a cost estimate and has committed to installation during the year 2001. Several local businesses have expressed an interest in contributing resources to the project to speed implementation of the device.

Congestion is most apparent near Grandview Avenue. The combination of heavy traffic and four roadway lanes can make ingress and egress difficult, especially for bus drivers exiting the COTA terminal. During peak periods of flow, COTA drivers may be unable to enter McKinley Avenue for several minutes or more. These delays are more than an inconvenience - they can disrupt route schedules and significantly increase operating expense. Most portions of the corridor are adequately illuminated, although additional streetlights are needed between Harrison Road and Trabue Road. New lights will likely be installed between Souder Avenue and Central Avenue when the roadway is widened.

The city of Columbus and the Mid-Ohio Regional Planning Commission (MORPC) have proposed a bikeway along McKinley Avenue in accordance with MORPC's plan for a regional bikeway corridor between Dublin and Grove City. A small segment of the bikeway has already been constructed between Central Avenue and Harper Road; preliminary plans for an additional section between Souder Avenue and Central Avenue are currently being reviewed. The McKinley Avenue Employers Association, though supportive of bikeways in general, has expressed concern about the heavy truck traffic, narrow roadway lanes and shallow building setbacks and has therefore not endorsed the plans for dedicated bike lanes along McKinley Avenue. The Association would instead prefer an alternative strategy that incorporates some physical separation between the bikeway and roadway.

## RECOMMENDATIONS

- ▼ Expedite the design and construction process for the proposed traffic signal at Souder Avenue. Partner with local corporations to accelerate the project schedule and seek funding assistance to reduce cost.
- ▼ Install additional streetlights along McKinley Avenue in accordance with the Division of Electricity's current lighting standards and material and installation specifications.
- ▼ Complete the proposed roadway widening between Central Avenue and Souder Avenue.
- ▼ Improve access to McKinley Avenue for COTA buses.
- ▼ Accommodate pedestrian and bicycle traffic with a bikeway between Harper Avenue and Souder Avenue.

## STORMWATER DRAINAGE

The Franklinton floodwall will eliminate much of the floodplain that exists within the planning area. When complete, this public improvement project will protect more than 6,000 commercial and residential structures from intermittent flooding and it will ease the zoning and construction restrictions that have limited growth and redevelopment. However, the McKinley Avenue roadway still lacks adequate provisions for stormwater drainage. Storm sewers have been planned for the segment between Central and Souder, but no improvements have yet been targeted for the section north of Harper. This area is poorly drained and should be thoroughly studied.

### RECOMMENDATIONS

- ▼ Assign priority status to the storm sewer improvements planned for McKinley Avenue between Souder Avenue and Central Avenue. Accelerate the construction schedule, if possible.
- ▼ Monitor problem areas. Encourage property owners to complete *Stormwater Questionnaires* and submit them to the city's Division of Sewerage and Drainage.
- ▼ Anticipate future growth and expansion within the planning area, coordinate storm sewer improvements with new road construction and/or widening.
- ▼ Reduce and channel runoff from parking lots with landscaped islands, curb, grass filter strips and drainage swales.

## CRIME AND VANDALISM

Despite the vigilant efforts of local law enforcement, theft and break-ins are still costing businesses thousands of dollars each year. Materials and equipment stored outside at night are especially vulnerable. Property owners have been working to improve security in a variety of ways, and the city's Division of Police has responded by deploying additional officers, but these actions have not deterred crime to any significant extent. An alternative strategy may be necessary, such as the creation of a private security force. With broad participation, the personnel costs would be relatively low - and by pooling resources, local business owners would save both time and manpower. In addition, such an effort would improve communication among the local businesses and facilitate a stronger relationship with the city's Division of Police.

### RECOMMENDATIONS

- ▼ Consider hiring a private security force for portions of the McKinley Avenue Corridor. Share the personnel costs among local business and property owners, coordinate the effort with the city's Division of Police.
- ▼ Monitor buildings and outdoor storage areas that are vulnerable through video surveillance, install motion/sound detection equipment to assist security personnel.
- ▼ Encourage property owners to keep materials and equipment indoors and screen outside storage areas with opaque fencing.

## APPENDIX C

### EXISTING ZONING DISTRICTS IN FRANKLINTON

R-4 Residential	1-4 Family; 17.4 d.u./acre; maximum of 4 units/bldg.
ARLD Apartment Residential Low Density	Apartments 17.4 units/acre
AR-1 Apartment Residential	Apartments 36.2 units/acre.
AR-2 Apartment Residential	Apartments 54.6 units/acre
AR-3 Apartment Residential	Apartments and institutions; unlimited density; nursing homes
ARO Apartment Office	Apartments and offices; unlimited density
I Institutional	Medical buildings and quasi-public uses- limited commercial schools, day care center, housing for the elderly
C-1 Commercial	Neighborhood uses, limited
C-2 Commercial	Offices
C-3 Commercial	General commercial, limited
C-4 Commercial	General commercial, liquor license permitted
C-5 Commercial	Drive-in and automobile oriented; development standards
CPD Commercial Planned Development	All commercial; registered text and site plan
DD Downtown District	Residential, retail, office, parking, Institutional, industrial w/ Certificate of Appropriateness Certain uses are subject to Design Review Commission approval
M Manufacturing	General industrial & commercial
M-1 Manufacturing	General industrial only
LM Light Manufacturing	Machine shops, service commercial, wholesaling, warehousing
LC Limited Commercial	
P-1 Private Parking	Parking; no structures, no charge
LP-1 Parking	With limited overlay

For more information:

**City of Columbus Department of Development - Building Services Division**

757 Carolyn Avenue Columbus, OH 43224 614-645-7314



## APPENDIX D: URBAN COMMERCIAL OVERLAY LEGISLATION

Following you will find the enabling legislation for the Urban Commercial Overlay. The Ordinance for the overlay was passed by City Council on February 8, 1999 and approved by Columbus Mayor Gregory Lashutka on February 9, 1999. On July 9, 2001 and July 15, 2002, City Council passed legislation revising the text of the Overlay in an effort to improve the understanding, interpretation and application of the chapter and add specificity where necessary to insure the intent of the Overlay will be achieved.

**WHEREAS**, commercial development and pedestrian-oriented architecture exist along urban thoroughfares in older Columbus neighborhoods; **and**

**WHEREAS**, the development standards contained in the Columbus Zoning Code are generally suburban in nature and do not accommodate pedestrian-oriented architecture or promote the preservation of urban commercial development; **and**

**WHEREAS**, the Columbus City Council adopted Urban Commercial Overlay (UCO) legislation in 1999 that created alternative development standards which promote pedestrian-oriented architecture and urban commercial development; **and**

**WHEREAS**, the Urban Commercial Overlay corridors protect, re-establish and retain the unique aesthetic and architectural characteristics of urban commercial corridors, such as retail display windows, rear parking lots, shallow setbacks, and pedestrian-oriented site elements prevalent in central city commercial areas; **and**

**WHEREAS**, amendments in the Urban Commercial Overlay (UCO) legislation are necessary to improve the general understanding, interpretation and application of the legislation, as well as preserve the authority and discretion granted to architectural review commissions; **and**

**WHEREAS**, after public notice a public hearing was held at which the Development Commission recommended adoption of these code revisions by City Council; now, **therefore**,

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF COLUMBUS:

**Section 1.** *That the Columbus City Codes, 1959, are hereby supplemented by: the amendment of Sections 3372.601, 3372.603, 3372.605, 3372.607, 3372.609, 3372.611, 3372.613 and 3372.615, reading as follows:*

**3372.601 DEFINITIONS.**

**Building Frontage:** "Building frontage" means the side, or facade, of a building closest to and most nearly parallel to an abutting street.

**Building Frontage, Primary:** "Primary building frontage" means a building frontage that abuts a street listed in the Columbus Thoroughfare Plan.

**Building Frontage, Secondary:** "Secondary building frontage" means a building frontage that abuts a street not listed in the Columbus Thoroughfare Plan.

**Building Rear:** "Building rear" means the wall or plane opposite the primary building frontage. For a building on a corner lot, the building rear is the wall or plane opposite the wall or plane containing the principal building entrance.

**Drive-Thru:** "Drive-thru" means a building or portion of a building designed for customers to receive goods or services while remaining in a motor vehicle.

**Parking Lot:** "Parking lot" means any off-street public or private area, under or outside of a building or structure, designed and used for the temporary storage of motor vehicles.

**Principal Building:** "Principal building" means a building in which the principal use of the property is conducted. All parcels containing at least one building shall be deemed to have a principal building. A parcel may contain more than one principal building.

**Public-Private Setback Zone:** "Public-private setback zone" means an area between a principal building and a public street right-of-way line utilized for seating, outdoor dining, public art and/or other pedestrian amenities.

**Reconstruction:** "Reconstruction" means the replacement or rebuilding of a building, premises or structure.

**Setback:** "Setback" means the distance between a building, structure or parking lot and any lot line or street right-of-way line.

**3372.603****PURPOSE.**

The purpose of the Urban Commercial Overlay (UCO), consisting of Columbus City Code Sections 3372.601 through 3372.699, inclusive, is to regulate development in specifically designated areas in order to protect, re-establish and retain the unique architectural and aesthetic characteristics of older, urban commercial corridors. The provisions of the UCO are intended to encourage pedestrian-oriented development featuring retail display windows, reduced building setbacks, rear parking lots, and other pedestrian-oriented site design elements. Where applied, UCO standards generally require full compliance for new construction, partial compliance for exterior building additions and alterations and minimal or no compliance for routine maintenance and the replacement in-kind of materials.

**3372.605****DESIGNATED AREAS.**

The standards of the UCO apply to those portions of older, urban commercial corridors determined by City Council to be necessary to retain, develop, and redevelop pedestrian-oriented architecture and urban land use patterns where recent development has displaced, or threatens to displace, the original pedestrian streetscape. The boundaries of designated UCO areas are part of the Official Zoning Map and described in separate sections beginning with C.C. 3372.650.

**3372.607****APPLICABILITY AND EXTENT.**

The standards and requirements of the UCO apply as follows:

A. On a commercially-zoned or commercially-used property within a designated UCO area:

1. the placement, construction, or reconstruction of a principal building is subject to all standards and requirements of this Chapter;
2. the expansion of a principal building's gross floor area by up to 50% is subject to C.C. 3372.611 and 3372.613 and the expansion of a principal building's gross floor area by more than 50% is subject to all standards and requirements of this Chapter;
3. the extension or expansion of a principal building towards a public street is subject to all standards and requirements of this Chapter; and
4. exterior alteration of a primary building frontage is subject to C.C. 3372.611 and 3372.613. Secondary building frontages and primary building frontages set back from an abutting street a distance of more than 30 feet are exempt from this requirement. For purposes of this requirement, the placement of window shutters, fabric canopies and awnings and/or building-mounted signage is not considered to be exterior alteration.

- B. The construction or installation of parking lots, fences and other accessory structures on commercially-zoned or commercially-used properties shall comply with C.C. 3372.609 B. and C., 3372.611, 3372.613, and 3372.615.
- C. The standards and requirements of this Chapter may be waived for buildings officially recognized as historic if they would result in an unacceptable modification of the original, historic appearance of the building as determined by the City of Columbus Historic Resources Commission.
- D. Residentially-zoned properties and residences are exempt from the standards and requirements of this Chapter, except in architectural review commission districts.
- E. In architectural review commission districts, residences, residentially-zoned properties and commercially-zoned or commercially-used properties are subject to C.C. 3372.615 and 3372.609, excepting 3372.609 B, and are not subject to Sections 3372.611 and 3372.613.
- F. Routine maintenance and in-kind replacement of materials are exempt from the standards and requirements of this Chapter. The standards contained in the UCO are in addition to the regulations of the underlying zoning districts. Where the provisions of this Chapter conflict with those of the underlying zoning district or other provisions of this Zoning Code, the most restrictive provision applies.

**3372.609****SETBACK REQUIREMENTS.**

Setback requirements are as follows:

- A. The minimum building setback is zero (0) feet and the maximum building setback is ten (10) feet, except where a Public-Private Setback Zone is provided. Where a Public-Private Setback Zone is provided, a maximum setback of fifteen (15) feet is permitted for up to 50% of the building frontage.
- B. The minimum setback for parking lots is five (5) feet. Parking lots and accessory buildings shall be located at the rear of the principal building. Where access to the rear of the property is not possible from a public alley or street, up to 50% of the parking may be located at the side of the principal building.
- C. The minimum setback for fences and masonry or stone walls is zero (0) feet.

**3372.611 DESIGN STANDARDS.**

Design standards are as follows:

- A. A primary building frontage shall incorporate at least one main entrance door. At a building corner where two primary building frontages meet, one main entrance door may be located so as to meet the requirement for both building frontages.
- B. A building frontage that exceeds a width of 50 feet shall include vertical piers or other vertical visual elements to break the plane of the building frontage. The vertical piers or vertical elements shall be spaced at intervals of 15 feet to 35 feet along the entire building frontage.
- C. For each primary building frontage, at least 60% of the area between the height of two feet and ten feet above the nearest sidewalk grade shall be clear/non-tinted window glass permitting a view of the building's interior to a minimum depth of four feet. For a secondary building frontage, the pattern of window glass shall continue from the primary frontage a minimum distance of ten feet.
- D. All roof-mounted mechanical equipment shall be screened from public view to the height of the equipment. The design, colors and materials used in screening shall be architecturally compatible with the rooftop and the aesthetic character of the building.
- E. Dumpsters and all ground-mounted mechanical equipment shall be located at the rear of the building and screened from public view to the height of the dumpster/equipment.
- F. Fences, with or without masonry piers, shall be decorative and constructed of ornamental metal tubes or solid metal bars. Fences may not exceed a height of four feet.
- G. Masonry or stone walls may be used for screening, sitting, or used as independent architectural elements. Walls may not exceed a height of four feet.
- H. In architectural review commission districts, required screening will be the screening approved by the architectural review district commissions. In all other areas, screening shall consist of either:
  1. a four-foot high solid masonry or stone wall; or
  2. a four-foot high decorative metal tube or solid metal bar fence located at the street right-of-way line (property line), with or without masonry pier supports, with a minimum three foot wide landscaped area along the parking lot side of the fence. The landscaped area must be planted with three evergreen shrubs and one deciduous shade tree per 30 feet of frontage. Trees and shrubs must be maintained in good condition; dead material must be replaced within one year.
- I. Commercial signage shall comply with C.C. 3375-3383. Billboard signs are not permitted.

**3372.613 DRIVE-THRU USES.**

Drive-thru pickup windows and coverings are prohibited on primary building frontages and shall be attached to the rear or side of the principal building.

**3372.615      PARKING AND CIRCULATION.**

Parking, access and vehicular circulation standards are as follows:

- A. Parking, stacking and circulation aisles are not permitted between a public street right-of-way line and a principal building.
- B. Additional curb cuts along streets identified in the Columbus Thoroughfare Plan will not be permitted unless the Division of Transportation staff determines that a new curb cut is the only means available to provide vehicular access to the site and that the new location of the curb cut meets the requirements of the Division of Transportation.
- C. The required number of off-street parking spaces may be reduced by up to 50% by the Chief Zoning Official or designee in consultation with the Division of Transportation staff. Factors to be considered include, but are not limited to: the availability of on-street, public, permit or shared parking; available transit service; pedestrian traffic and accessibility; elimination of arterial curb cuts; hours of operation and existing/proposed land use. The required number of loading spaces may be eliminated at the discretion of the Chief Zoning Official or designee, with due consideration given to: frequency and time of deliveries; size and nature of vehicles accommodated by the loading spaces; the character of the neighborhood; and impact upon adjoining streets or alleys.

## APPENDIX E: SUMMARY OF THE BROAD STREET OFF-ALLEY PARKING PLAN

Located just across the Scioto River from the Columbus Central Business District, Franklinton has immediate access to all areas of the downtown via Broad, Town and Rich streets. Its proximity to downtown and close connections to State Route 315 and I-70 make the location ideal for business. The diverse mix of enterprises located along the West Broad Street Corridor, ranging in scope from neighborhood to regional and in use from retail to warehousing / distribution to institutional, makes the Franklinton Business District unique in Columbus. Upon completion of the Spring / Sandusky Interchange, Franklinton will have a direct link to the northern part of downtown via Souder Avenue extension. This link will increase the suitability of the area for more downtown-related uses and increase the potential for the expansion and attraction of regional establishments.

Recognizing that these regional uses will require more parking than is currently available curbside or in scattered lots in the area, the

Franklinton Board of Trade teamed up with the Franklinton Area Commission in February of 1989 to develop a set of parking policies. With technical support provided by the City of Columbus Planning Division and the Neighborhood Design Assistance Center, The Broad Street Off-Alley Parking (BOAP) Committee was formed. The committee examined the existing conditions of the West Broad Street Corridor and agreed to the following principles:

- ▼ The future vitality of the Franklinton community requires a prosperous business district.
- ▼ The inadequacy of off-street parking along the West Broad Street could be detrimental to the expansion of existing businesses and the attraction of new business development.
- ▼ The illegal conversion of residential parcels to parking lots is detrimental to the stability of the community.

The outcome of the BOAP Committee was a Statement of Community Policy on the Development of West Broad Street Commercial Parking. The policy proposes a parking plan that addresses the need for adequate off-street parking for businesses along West Broad Street while tempering the effect of commercial intrusion into residential areas. The Broad Street Off-Alley Parking Plan establishes a parking zone for businesses locating along both sides of Broad Street in Franklinton. The policies are:

- ▼ With proper development standards, two parcels will support the off-street parking needs of most businesses.
- ▼ Two parcels located immediately to the north and south of the alleys located to the rear of the West Broad Street businesses should be considered appropriate for future parking lot development as long as the following parking lot conditions are met:
  - ▲ Parking is needed for the adjacent West Broad Street business frontage;
  - ▲ Sufficient time is given to occupants of any residential buildings on site to find adequate replacement housing prior to demolition;
  - ▲ Proper zoning is obtained and development complies with all city requirements for landscaping, lighting, screening, paving, etc.
  - ▲ Property owner is willing to sell.
- ▼ Existing businesses with temporary parking within two parcels of the alleys will be encouraged to obtain proper zoning and develop these sites in compliance with City standards.

Residents of Franklinton, and particularly those owners of houses within the parking zone, were invited to a meeting in June of 1989 to discuss the implications of this plan. Despite some concern about the loss of housing, the residents were generally in favor of the proposal. The plan was officially adopted by the Franklinton Board of Trade and the Franklinton Area Commission.

With this plan, businesses considering locations along the West Broad Street Corridor can be assured of community support for the redevelopment of designated residential parcels for parking purposes. The neighboring residents are satisfied because the two-parcel restriction for parking establishes a limit to the extent of commercial encroachment into their neighborhood. The Franklinton Area Commission, concerned about the haphazard demolition of houses to provide parking, is pleased that standards are now in place that will provide a more predictable pattern of parking development. The entire neighborhood will benefit from the upgrading of the conditions of the alleys due to the required landscaping of the new parking areas.

The positive interaction between the Franklinton Board of Trade, the Franklinton Area Commission and the residents of Franklinton in the formation of this plan speaks well to the spirit of cooperation and the conducive climate for business in Franklinton.



## APPENDIX F: COLUMBUS HOUSING DIVISION PROGRAMS

### Community Assistance Programs

#### Barrier Removal

Provides grants for physically challenged individuals to make their homes accessible.

#### Chores

Provides assistance to senior citizens with minor home repairs and maintenance.

#### Self-Help / Mobile Tool Library

Provides eligible homeowners with the loan of tools and paint supplies for home repairs.

### Homeowner's Assistance Programs

#### Downpayment Assistance

Provides down payment grant to first-time homebuyers.

### Home Repairs

Provides eligible homeowners assistance with critical home repairs.

### Rental Housing Production / Rehabilitation

#### Homeownership Development

Provides assistance to developers for construction of new houses or rehabilitation of existing houses for home ownership.

#### Rental Housing Program

Provides assistance for development of new housing or rehabilitation of existing housing for low-income.

For more information:

#### City of Columbus

#### Department of Development - Housing Division

50 West Gay Street, Third Floor

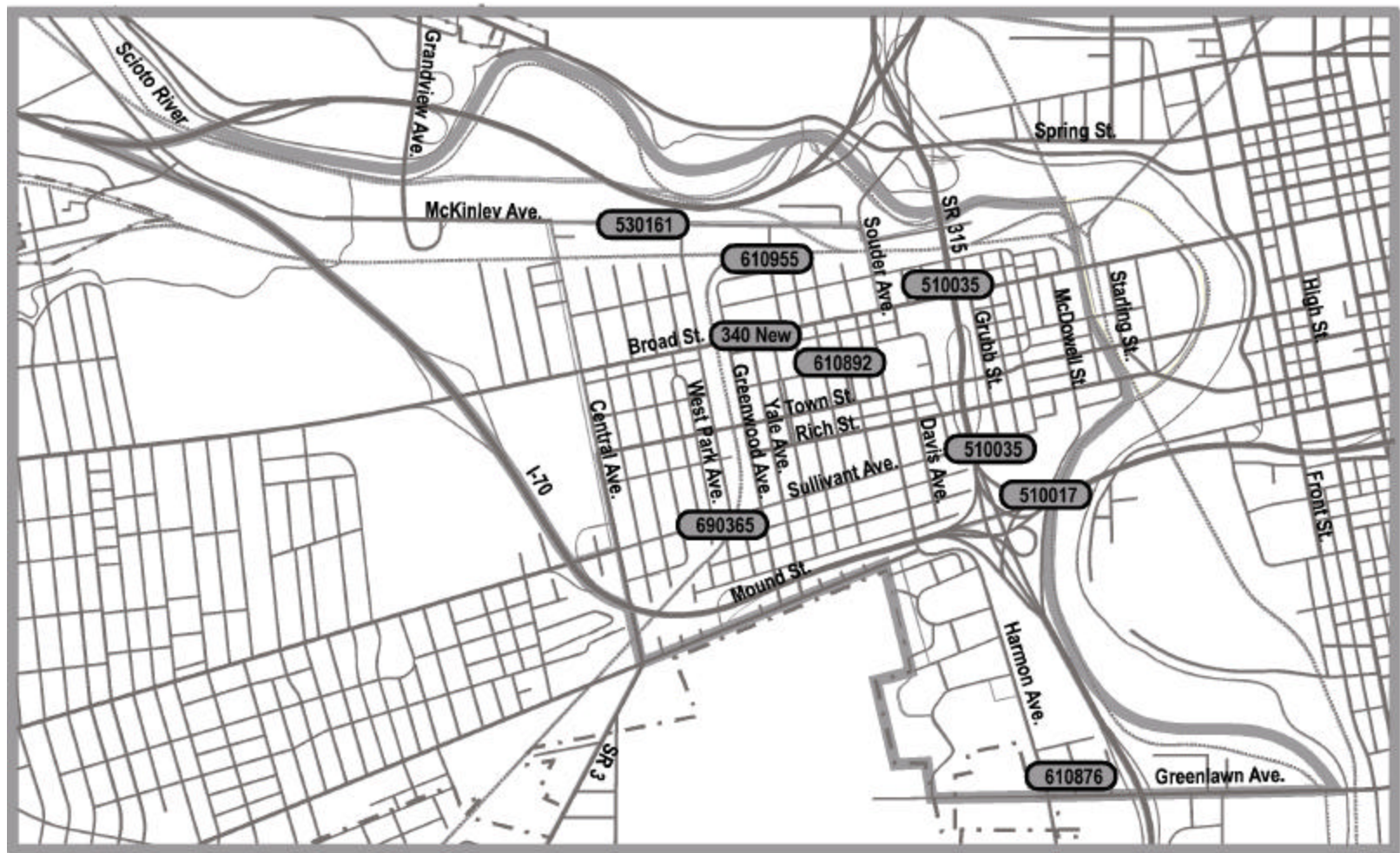
Columbus, OH 43215

Phone: 614-645-6115

## APPENDIX G: SCHEDULED CAPITAL IMPROVEMENTS PROJECTS

Franklinton: Community Planning Area 16		Allocation	Final Allocation Year
<b>Transportation Division</b>			
530161	Roadway Improvements (McKinley Avenue - Central Avenue to Souder Avenue)	*	*
<b>Division of Fire</b>			
340NEW	Fire Station - 10 (West Broad)	\$2,400,000	2002
<b>Recreation &amp; Parks Department</b>			
510017	Park & Playground Development (Dodge Park)	*	*
510035	Facility Renovation (Dodge Recreation Center)	*	*
510035	Facility Renovation (Harrison House)	*	*
<b>Division of Sewerage and Drainage - Storm</b>			
610876	Greenlawn/Eaton Avenue Storm Sewer	\$450,000	2002
610892	West Columbus Local Protection	\$100,000	2002
610955	McKinley Avenue Street Reconstruction and Storm Improvement	\$1,560,000	2003
<b>Division of Water</b>			
690365	Yale-Sullivant Water Line Cleaning	\$1,000,000	2002

FRANKLIN COMMUNITY PLANNING AREA 16



## APPENDIX H: URBAN DESIGN GUIDELINES

### Residential Design

Single-family houses substantially similar in design should not be placed next to or directly across the street from each other.

Principal building(s) should have a front door opening directly to a frontage line on a principal thoroughfare.

Garage door opening(s) facing a frontage should not exceed 40% of the width of the house facade (including the garage). Garages should face on to an alley.

Residential buildings with one to eight dwelling units on the ground floor should have at least one entrance door facing the street for every ground floor units facing the street.

Front or side porches of 50 square feet or more should be provided on one-and two-family buildings.

### Commercial Design

The facade is parallel to straight frontage lines and parallel to the chord of curved or broken frontage lines.

Principal building(s) should have a front door opening directly to a frontage line on a principal thoroughfare.

Trash containers should be stored at the side or rear.

Storefronts should have no more than one integral sign and one blade sign for each retail establishment on each facade.

The integral sign of a storefront should be located on a frieze, fascia or awning directly above the storefront. Signage should be broken at intervals of no greater than 20 feet.

The shop front type should be used along retail frontages.

See Appendix D for additional standards applicable to areas zoned as Urban Commercial Overlay (UCO) districts.

### Parking

Though parking lots are to be discouraged in East Franklinton, where they are necessary, they should be designed to the following standards.

1. Ideally parking should be located in mid-block parking lots or in parking lots located behind the buildings accessed from an alley connected to other alleys.
2. Building frontages should mask parking lots.
3. Vistas of 600 feet or longer are not terminated by parking lots.
4. Where parking lots front on to the street, they should be screened by a street wall, and/or hedges.
5. Parking lots should be planted with indigenous shade trees at a minimum ratio of one tree per ten parking spaces.
6. Private sidewalks should be provided between the public sidewalk and building entrances and between connecting parking areas and the public sidewalk.
7. The first floor of frontages of parking structures should be dedicated to commercial use, excluding parking, and upper stories at frontages should be articulated to disguise the appearance of the garage.

### Streets, Alleys and Sidewalks

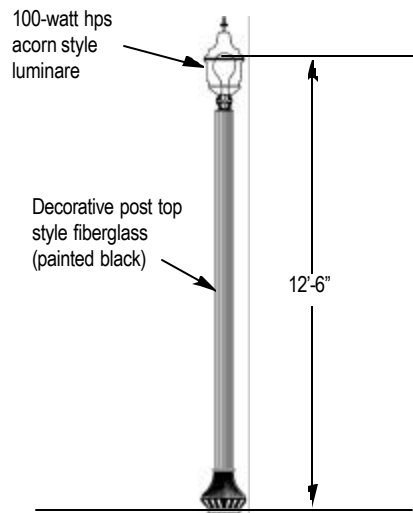
Streets, alleys and lanes maintain their current interconnected block pattern structure. Where the current street layout does not contain cul-de-sacs, or other unconnected streets, this street pattern should be maintained through redevelopment. Redevelopment into curvilinear suburban street patterns should be avoided. Principal buildings should front public roadways. Landscaped medians are encouraged in wider streets.

Bicycle lanes, sidewalks, and/or routes and connections to adjacent properties should be incorporated into redevelopment where possible. Provisions should be made for bicycle parking in commercial development and apartment developments.

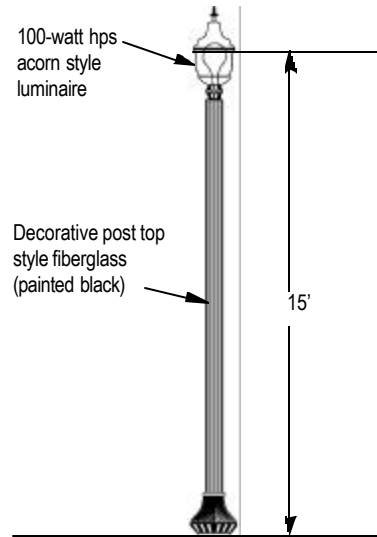
### Street Lighting

Street lighting fixtures on public and private streets should be of traditional design and conform to the standards for Street Lights numbers 1, 2, 5, 6, 7, 8, 9 and 10 as indicated on pages A-16 and 46 of the Columbus Street Lighting Master Plan, Project 2020 Lighting Columbus. (See pages 90 and 91).

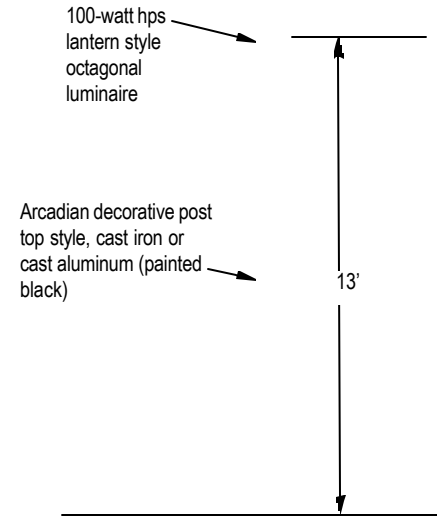
## LIGHTING FIXTURES



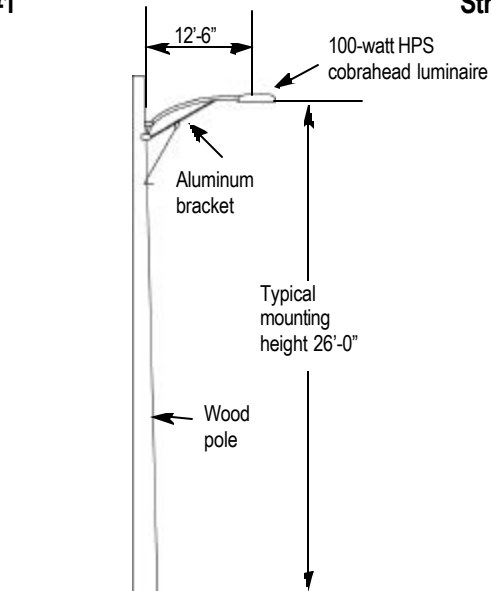
**Street Light #1**



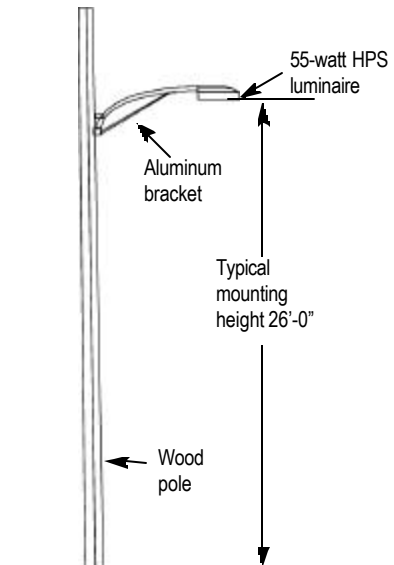
**Street Light #2**



**Street Light #5**

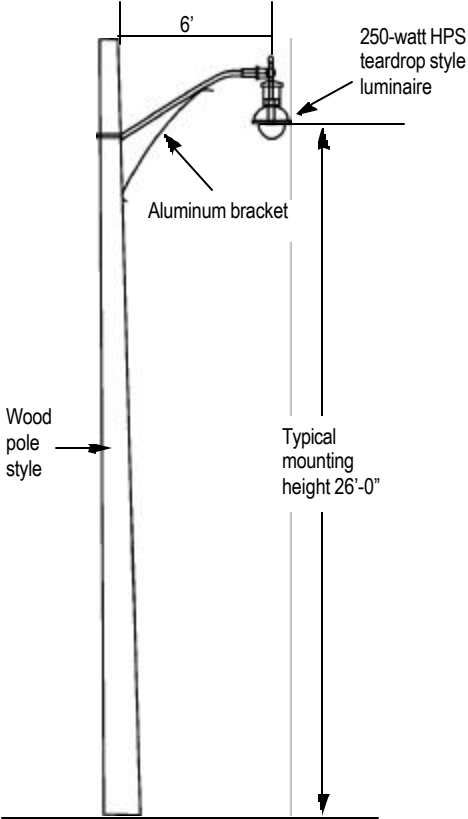


**Street Light #6**

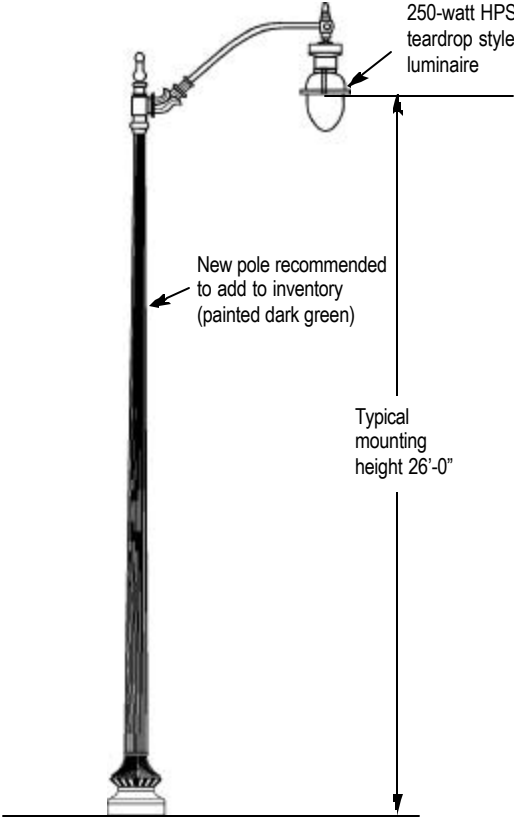


**Street Light #7**

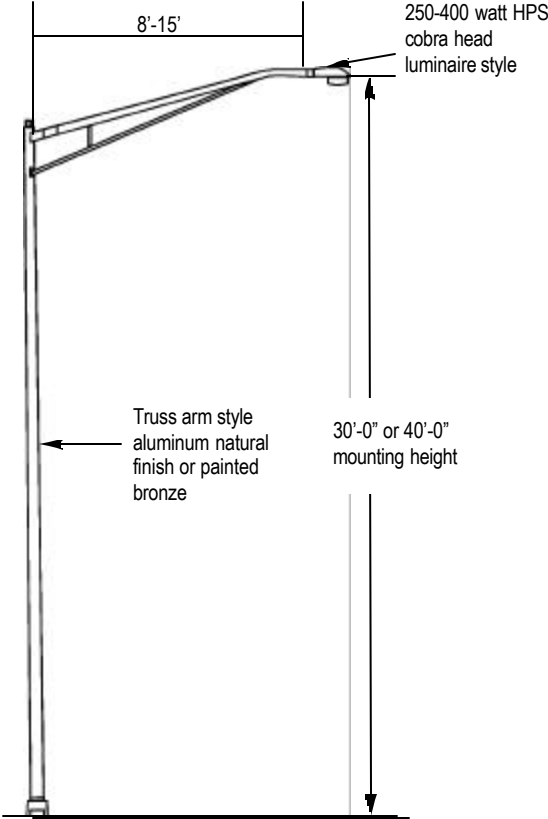
LIGHTING FIXTURES



Street Light #8



Street Light #9



Street Light #10

## APPENDIX I ECONOMIC DEVELOPMENT PLAN SUMMARY

The following specific strategies are reprinted from the 1993 Franklinton Economic Development Plan, authored by the Economic Development Committee of the Franklinton Board of Trade.

1. Continue to re-establish the historic character of Franklinton.
2. Evaluate the need for a crime prevention program and implement strategies as needed to reduce vandalism.
3. Establish and maintain data on commercial sites that have redevelopment or development potential. Distribute this information to surrounding businesses, the Chamber of Commerce, realtors, downtown corporations, potential businesses to the area, etc.
4. Inform existing businesses and new businesses in the area about the Franklinton Board of Trade and encourage their membership and participation.
5. Continue to contact area businesses and property owners to determine their expansion or renovation plans and solicit their participation in the revitalization effort.
6. Continue encouragement of community cleanup in cooperation with the city to improve the overall appearance and image of the area.
7. Encourage placement of additional trash receptacles and lighting in select areas of Franklinton.
8. Continue implementation of the capital improvements program for Franklinton and pursue strategies for additional funding as it becomes available.
9. Monitor the need for additional on street and off street parking and participate in activities to encourage and facilitate further development as indicated.
10. Monitor and support activities for renovation and repair to infrastructure and bridges in Franklinton in a manner to promote community development and still minimize traffic flow inconveniences as much as possible.
11. Continue development of media relations and efforts to promote Franklinton through the combined efforts of the Franklin Board of Trade and the Franklinton Area Commission.
12. Monitor the future development of the eight acres of the Conrail land along the river, which will eventually be made available for commercial use, promotion, and development.





